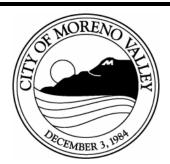
#### PLANNING COMMISSIONERS

MELI VAN NATTA Chair

AMBER CROTHERS Vice-Chair

RAY L. BAKER Commissioner



JEFFREY GIBA Commissioner

CARLOS RAMIREZ Commissioner

> BRIAN LOWELL Commissioner

JEFFREY SIMS Commissioner

# PLANNING COMMISSION AGENDA

**December 12, 2013** 

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.

## **PUBLIC HEARING ITEMS**

**1.** Case Description: PA13-0029 (Conditional Use Permit)

Applicant: AT&T

Owner: Family Service Association

Representative: Smartlink, LLC

Location: 21250 Box Springs Rd

Proposal: A Conditional Use Permit for a new 75 foot

monopalm with 3 sector array, 4 panel antenna

per sector and equipment shelter space.

Case Planner: Claudia Manrique

**Recommendation:** APPROVE Resolution No. 2013-32 and thereby:

1. RECOGNIZE that this item is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill

Development; and

2. APPROVE PA13-0029 (CUP) based on the findings contained in the resolution and subject to the conditions of approval incuded as Exhibit A of the resolution.

2. Case Description: PA13-0048 (Plot Plan)
Applicant: O'Reilly Automotive Stores

Owner: Yoon Kyu Chang

Representative: Esterly, Schneider & Associates Inc.

Location: 23334 Sunnymead Blvd.

Proposal: A Plot Plan for to build a 6,615 SF Automotive

Parts Store in an existing retail center.

Case Planner: Claudia Manrique

**Recommendation:** APPROVE Resolution No. 2013-33 and thereby:

1. RECOGNIZE that this item is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development; and

2. APPROVE PA13-0048 (PP) based on the

findings contained in the resolution and subject to the conditions of approval included as Exhibit A of the resolution.

3. Case Description: PA13-0041 (Plot Plan)

> Applicant: J.G. Stouse Constructors, Inc. Owner: Inland Land Group, LLC Representative: J.G. Stouse Constructors, Inc.

Near the northwest corner of Iris Avenue and Location:

Oliver Street

application Proposal: Plot Plan PA13-0041

development of a 12,285 square foot medical office building on a 1.52 acre portion of an 18 acre site located adjacent to the Moreno Valley

Community Hospital at 27300 Iris Avenue.

Case Planner: Jeff Bradshaw

Recommendation: **APPROVE** Resolution No. 2013-36 and thereby:

> RECOGNIZE that the project will not have a significant effect on the environment and is therefore exempt from the provisions of the Environmental California Quality (CEQA), as a Class 32 Categorical Exemption, as an in-Fill Development Project, per CEQA Guidelines Section 15332.

> APPROVE PA13-0041 (Plot Plan) based on the findings contained in this resolution, and subject to the attached conditions of approval included as Exhibit A.

PA13-0045 (Tentative Tract Map 36598) 4. Case Description:

P13-125 (Variance Application)

Applicant: Habitat for Humanity Owner: Habitat for Humanity

Representative: Karin Roberts

Location: On Myers Ave. south side between Heacock St.

and Indian St.

A Tentative Tract Map application for an eight lot Proposal:

> residential single-family subdivision, variance application for reduced minimum lot size and reduced side yard setbacks. Zone: Specific Plan Village 204 Residential

(SP204VR).

Case Planner: Gabriel Diaz

# **Recommendation:** APPROVE Resolution No.2013-34 and thereby:

- RECOGNIZE that this project is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development; and
- 2. APPROVE PA13-0045 (Tentative Tract Map) and P13-125 (Variance) based on the findings contained in the resolution and subject to the conditions of approval included in Exhibit A of the resolution.

**5.** Case Description: PA13-0043 (Conditional Use Permit)

Applicant: <APPLICANT>

Owner: J&R Hock Enterprises

Representative: <REP>

Location: <LOCATION>
Proposal: <PROPOSAL>
Case Planner: <PLANNER>

# **Recommendation:** APPROVE Resolution No. 2013-37 and thereby:

- RECOGNIZE that this project is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development; and
- 2. APPROVE PA13-0043 (Conditional Use Permit) based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A of the resolution.

6. Case Description: PA12-0023 (Plot Plan)
Applicant: First Industrial LP
Owner: First Industrial LP

Representative:

Location:

SWC Perris Boulevard and San Michele Road

Proposal:

A Plot Plan for the construction of a 400,130 square foot warehouse building located on the

southwest corner of Perris Boulevard and San Michele Road on 17.69 acres. The proposed project will eliminate the existing truck storage facility on the southern portion of the site, the approved (but not constructed) truck storage lot on the north portion of the site and the entitled 181,031 warehouse building (PA07-0167) on the southern portion of the site. The site is in the Specific Plan 208 I which allows warehouse facilities. Approval of this project will require certification of an EIR.

Case Planner:

Julia Descoteaux

Recommendation:

**APPROVE** Resolution No. 2013-30 and thereby:

- 1. **CERTIFY** that the Final Environmental Impact Report (EIR) (P12-064) for the First Inland Logistics Center II on file with the Community & Economic Development Department, has been completed compliance with the California Environmental Quality Act, that the Planning Commission reviewed and considered the information contained in the Final EIR and that the Final EIR reflects the City's independent judgment and analysis; and
- 2. ADOPT the Findings and Statement of Overriding Considerations regarding the Final EIR for the First Inland Logistics Center II, attached hereto as Exhibit B; and
- **3. APPROVE** the Mitigation Monitoring Program for the Final EIR for the proposed project, attached hereto as Exhibit C; and
- **4. APPROVE** Plot Plan PA12-0023 subject to the attached conditions of approval included as Exhibit A.

STAFF COMMENTS

PLANNING COMMISSIONER COMMENTS

**ADJOURNMENT** 

This page intentionally left blank.



# PLANNING COMMISSION STAFF REPORT

Case: PA13-0029 – Conditional Use Permit

Date: December 12, 2013

Applicant: AT&T

Representative: Smartlink, LLC

Location: 21250 Box Springs Rd

Proposal: Conditional Use Permit for a new 75 foot monopalm with 3

sector array, 4 panel antenna per sector and equipment

shelter space.

Recommendation: Approval

# **SUMMARY**

The proposal is to install an AT& T telecommunications facility (monopalm), and conceal the support equipment inside of the existing office building (Family Service Association).

# PROJECT DESCRIPTION

# **Project**

The proposal is a Conditional Use Permit for the installation and operation of a new wireless telecommunications facility. The proposed facility is to be located at 21250 Box Springs Road (APN: 256-211-002), which is an existing office building (Family Service Association).

The proposed tower is a 75-foot monopalm with 12 panel antennas (in three arrays of four). Related improvements include expanding an existing storage area inside the building, on the first floor, to hold the equipment cabinet (lease area totals approximately 280 feet), planting of two new fifty-seven (57) feet high palm trees and six (6) feet tall bushes to camouflage the base of the monopalm. The project will move the existing flagpole over approximately five (5) feet east of the proposed tower.

# Site/Surrounding Area

The project site is located off the southeast corner of an existing office building complex, near Box Springs Road. The proposed tower is approximately 175 feet from the church and approximately 350 feet from the classroom/gymnasium building across the street to the south (Foothill Baptist Church and School), approximately 279 feet to the nearest residence to the north east along Lewisia Avenue and approximately 300 feet from future multiple family residential (parcels are currently vacant) to the west.

The proposed site is within the Office (O) zoning district. The neighboring Foothill Baptist Church and School complex is zoned Community Commercial (CC) as well as the other parcels across the street (Box Springs Rd). The developed residential tract to the northeast of the project is zoned Residential 5 (R5).

# **Design/Landscaping**

The plans as presented and the conditions of approval stipulate design criteria for the tower, the equipment enclosure, and landscaping to provide a finished condition compatible with the existing office building. The equipment cabinets will be concealed from public view as they are located within the existing building. The planting of two new mature palm trees (minimum height required is 57 feet, as listed on plans), and general landscaping of the lease area perimeter, including providing approximately seven six (6) feet tall bushes to camouflage the base of the monopalm. The applicant has prepared photographic simulations of the proposed installation from multiple perspectives.

# Review Process

This project was reviewed by staff at the August 6, 2013, Pre-Project Review Staff Committee (Pre-PRSC) meeting. Subsequently, planning Staff met with the applicant. Planning staff recommended moving the monopalm closer to the building, removing

fencing, planting additional palm trees, and providing enhanced landscaping along the base of the proposed cell tower. Planning staff's comments have been fully addressed through the modified design.

# **ENVIRONMENTAL**

Planning staff has reviewed this project and determined 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 Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development, per CEQA Guidelines Section 15301.

# **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.

# **STAFF RECOMMENDATION**

**APPROVE** Resolution No. 2013-32, recommending that the Planning Commission:

- 1. **RECOGNIZE** that this item is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.; and
- 2. **APPROVE** PA13-0029 (CUP) based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A of the resolution.

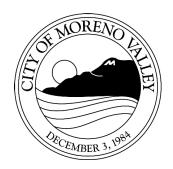
Prepared by: Approved by:

Claudia Manrique-Miklusek Chris Ormsby, AICP Associate Planner Interim Planning Official

ATTACHMENTS: 1. Public Hearing Notice

- Planning Commission Resolution No. 2013-32 with Conditions of Approval attached as Exhibit A.
- 3. Aerial Photograph
- 4. Zoning
- 5. Project Plans

This page intentionally left blank.



# 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: PA13-0029 (Conditional Use Permit)

APPLICANT: AT&T

OWNER: Family Service Association

REPRESENTATIVE: Smartlink LLC

**A.P.N.:** 256-211-002

LOCATION: 21250 Box Springs Road

**PROPOSAL:** A Conditional Use Permit for the installation and operation of a new wireless telecommunications facility with a 75 foot monopalm and equipment shelter space, which will be inside existing building (Family Service Association).

3 3 ,

COUNCIL DISTRICT:

CASE PLANNER: Claudia Manrique

The project 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 Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.

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 and 7:30 a.m. to 1:30 p.m. on the second and fourth Friday of the month), 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 Ø

# PLANNING COMMISSION HEARING

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

**DATE AND TIME:** December 12, 2013 at 7 PM

**CONTACT PLANNER:** Claudia Manrique

**PHONE:** (951) 413-3225

**ATTACHMENT 1** 

This page intentionally left blank.

## RESOLUTION NO. 2013-32

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING PA13-0029, A CONDITIONAL USE FOR THE INSTALLATION AND OPERATION OF A 75-FOOT-HIGH UNMANNED MONOPALM WIRELESS TELECOMMUNICATIONS TOWER AND ASSOCIATED IMPROVEMENTS AT 21250 BOX SPRINGS ROAD (APN: 256-211-002).

**WHEREAS,** Smartlink, LLC has filed an application for the approval of PA13-0029, Conditional Use Permit for a new monopalm wireless telecommunications tower as described in the title of this Resolution.

**WHEREAS,** on December 12, 2013, 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 December 12, 2013, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
  - Conformance with General Plan Policies The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

# **ATTACHMENT 2**

**FACT:** The design and location of the proposed telecommunications facility, as conditioned, incorporate enhanced design elements and stealth features consistent with General Plan Policy 7.7.6.

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

**FACT:** Wireless telecommunications facilities are a conditionally permitted use within the City. As designed and conditioned, the proposed use will comply with all the applicable Municipal Code provisions, including regulations governing the establishment and operation of commercial communication facilities under Section 9.09.040 of the 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 telecommunications improvements are a common feature in urbanized areas. No health, safety, or welfare problems peculiar to this location have been identified.

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 telecommunications improvements are a common feature in urbanized areas. Staff worked very closely with the applicant to ensure that the design and the appearance of the tower, equipment shelter, and miscellaneous site improvements would be compatible with a visible location near an arterial (Box Springs Road) and within a parcel shared with an existing office building. As designed and conditioned, the proposed facility will be compatible with existing and planned residential uses in the vicinity.

# C. FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

## 1. FEES

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP)

Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon information provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

# 2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approval for PA13-0029, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

# 3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Section 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it revive challenges to any fees for which the Statute of Limitations has previously expired.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2013-32 recognizing that the project is exempt under Section 15332 of the California Environmental Quality Act, and approving PA13-0029 (Conditional Use Permit) subject to the attached conditions of approval included as Exhibit A.

**APPROVED** on this 12th day of December, 2013.

	Chair, Planning Commission
ATTEST:	
Chris Ormsby, Interim Planning Official Secretary to the Planning Commission	
APPROVED AS TO FORM:	
City Attorney	-
Attached: Conditions of Approval	

# CITY OF MORENO VALLEY CONDITIONS OF APPROVAL FOR PA13-0029 CONDITIONAL USE PERMIT FOR COMMUNICATIONS FACILITY ASSESSOR'S PARCEL NUMBER: 256-211-002

APPROVAL DATE: December 12, 2013 EXPIRATION DATE: December 12, 2016

This set of conditions shall include conditions from:

X Planning (P), including Building and Safety (B)
X Fire Division (F)

**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**

- P1. Conditional Use Permit (PA13-0029) proposes a new 75 foot monopalm with 3 sector array, 4 panel antenna per sector and equipment shelter space located at 21250 Box Springs Road, near the southeast corner of the existing office building.
- P2. The antennas and all ancillary equipment and hardware attached to the monopalm shall be painted to match the monopalm structure and shall not extend beyond the fronds in any direction. Additional fronds may be added if necessary for screening.
- P3. The applicant will provide two additional live palm trees to the site and replace any of the palms that may be damaged by the construction of the monopalm. The new live palms are to vary between the height of the existing palms and the height of the monopalm (75 feet) for a more natural appearance.

## Exhibit A

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

R - Map Recordation GP - Grading Permits CO - Certificate of Occupancy or building final WP - Water Improvement Plans 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 Environmental Quality Act Ord - Ordinance DG - Design Guidelines Ldscp - Landscape Requirements

Ord - Ordinance DG - Design Guidelines Ldscp - Landscape Requirements Res - Resolution UFC - Uniform Fire Code UBC - Uniform Building Code

SBM - Subdivision Map Act

# CONDITIONS OF APPROVAL FOR PA13-0029 CONDITIONAL USE PERMIT PAGE 2

- P4. Faux branches are required to extend a minimum of two feet beyond the antennas.
- P5. The antenna array shall not extend beyond the lease area and any other equipment associated with the telecommunications facility shall be placed within the enclosure.
- P6. There shall be no signage or graphics affixed to the equipment, equipment building or fence except for public safety warnings.
- P7. All proposed ancillary equipment shall be placed within the confines of the equipment area. No barbed or razor wire fencing shall be used for the facility.
- P8. A generator is not approved with this application and will require a separate application and approval.
- P9. At such time as the facility ceases to operate, the facility shall be removed. The removal shall occur within 90-days of the cessation of the use. The Conditional Use Permit may be revoked in accordance with provisions of the Municipal Code. (MC 9.02.260)
- P10. This approval shall comply with all applicable requirements of the City of Moreno Valley Municipal Code.
- P11. This approval shall expire three (3) years after the approval date of Conditional Use Permit PA13-0039 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)
- P12. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. (MC 9.02.030)
- P13. 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, the Landscape Requirements, the 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 City Planning Official or designee. (MC 9.14.020, Ldscp)
- P14. (BP) Prior to issuance of building permits, the applicant shall obtain a Land Use Clearance stamp from the Community & Economic Development Department Planning Division on the final plan check set.

CONDITIONS OF APPROVAL FOR PA13-0029 CONDITIONAL USE PERMIT PAGE 3

P15. (CO) Prior to issuance of a building final, the applicant shall contact the Planning Division for a final inspection.

# **Building and 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 <u>Building and Safety Division as a separate submittal</u>. The 2010 edition of the California Codes became effective for all permits issued after January 1, 2011.
  - COMMERCIAL, INDUSTRIAL, MULTI-FAMILY PROJECTS INCLUDING CONDOMINIUMS, TOWNHOMES, DUPLEXES AND TRIPLEX BUILDINGS REQUIRE THE FOLLOWING.
- 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.

CONDITIONS OF APPROVAL FOR PA13-0029 CONDITIONAL USE PERMIT PAGE 4

# FIRE PREVENTION BUREAU

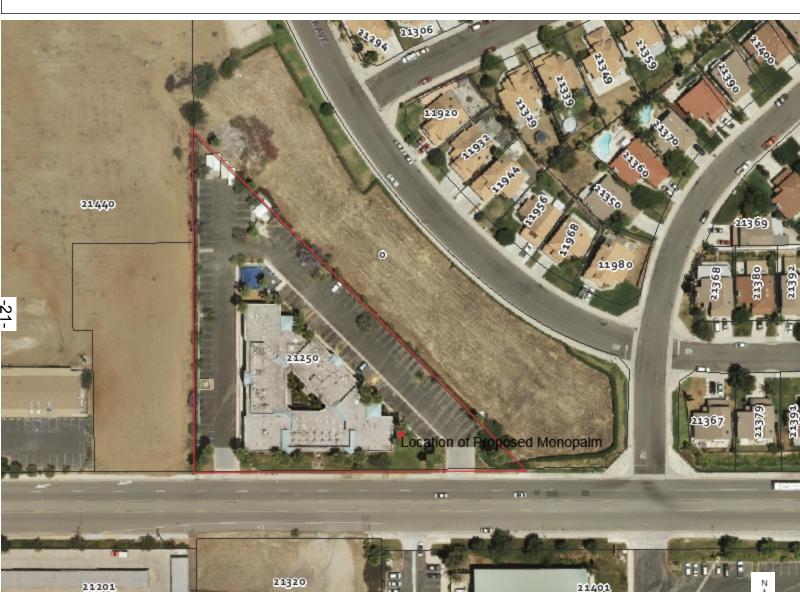
# **Standard Conditions:**

With respect to the conditions of approval for the above referenced (**PA13-0029**), the following fire protection measures shall be provided in accordance with Moreno Valley City Ordinance's 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 and use as specified in the California Building Code (CBC), California Fire Code (CFC), Moreno Valley Municipal Code and related codes which are in force at the time of building plan submittal.
- F2. Prior to issuance of building permit applicant shall provide written verification that the system they will be installing will not interfere with Fire or Police Communication System.
- F3. Anytime after installation, any interruption of Fire, Police or other public emergency Communication System due to the purveyor's system, the purveyor shall cease to operate site until corrections can be made to purveyor's system.
- F4. Prior to the issuance of a Certificate of Occupancy or building final, the developer/applicant shall be responsible for obtaining permits for the storage of combustible liquids, flammable liquids or any other hazardous materials from both the County Health department and Fire Prevention Bureau. (CFC 105.6.20, 105.7.2 and 105.6.16)
- F5. 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. All exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506)



# **Aerial Photograph - PA13-0029**



Moseno Paris March Alessandro Biva Field Rams

# Legend

Parcels

**Notes** 

**ATTACHMENT 3** 

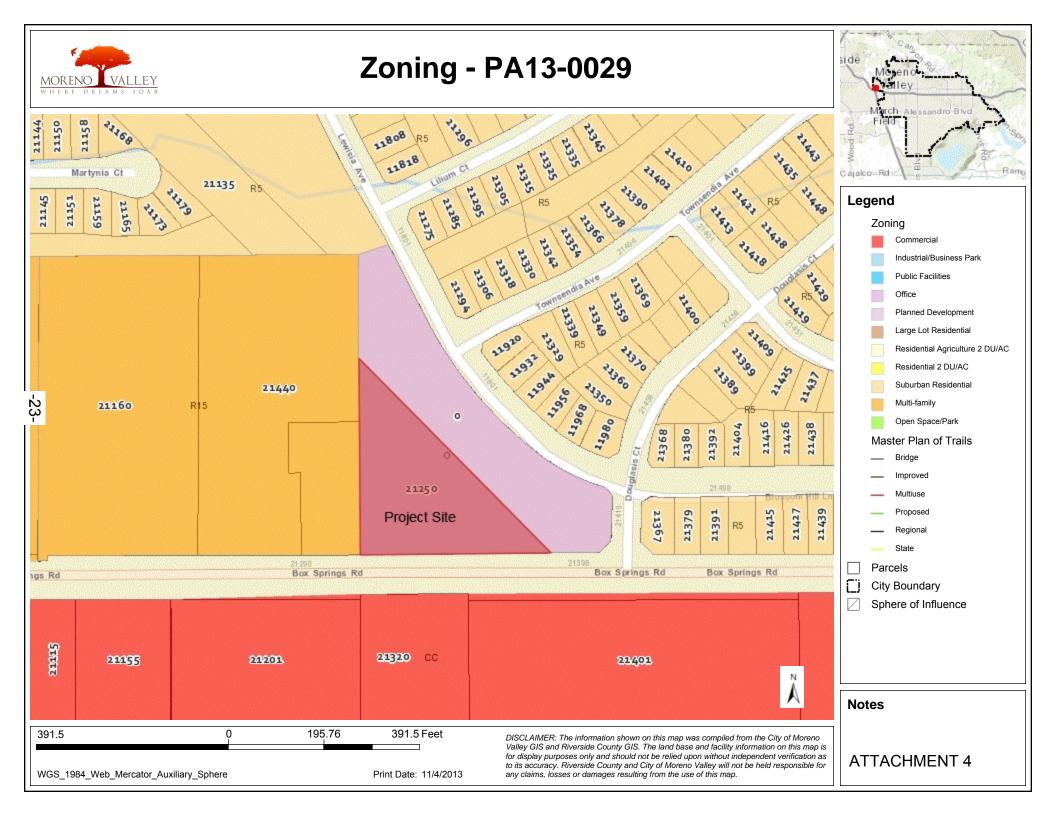
227.7 0 113.83 227.7 Feet

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Print Date: 11/4/2013

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County 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.

This page intentionally left blank.



This page intentionally left blank.

## **CODE COMPLIANCE**

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE LATEST EDITIONS OF THE FOLLOWING CODES.

7. COUNTY COASTAL ZONE LAND USE ORDINANCE-TITLE 23 2. 2010 CALIFORNIA ELECTRICAL CODE ADOPTED 2008 NEC

4. 2010 CALIFORNIA MECHANICAL CODE

5. 2010 CALIFORNIA PLUMBING CODE

3, 2010 CALIFORNIA FIRE CODE

6. 2008 CALIFORNIA ENERGY CODE

8. COUNTY FIRE CODE ORDINANCE- TITLE 16 9. COUNTY LAND USE ORDINANCE-TITLE 22

10. COUNTY BUILDING & CONSTRUCTION ORDINANCE-TITLE 19

### PROJECT TEAM

**CLIENT REPRESENTATIVE** 

SMARTLINK, LLC 18301 VON KARMAN AVE., SUITE 910 ADDRESS: CITY, STATE, ZIP: IRVINE, CA 92612 ALEXIS HADLEY

PHONE: (949) 838-7313 ahadley@smartlinklic.com

#### SITE ACQUISITION

COMPANY SMARTLINK LLC ADDRESS: CITY, STATE, ZIP: CONTACT: 18301 VON KARMAN AVE., SUITE 910 (775) 200-2125 troy.jennings@smartlinklic.com

**ZONING** 

18301 VON KARMAN AVE., SUITE 910

ADDRESS: CITY, STATE, ZIP: IRVINE, CA 92612 TROY JENNINGS

# ENGINEER

COMPANY: SMARTLINK, LLC ADDRESS: CITY, STATE, ZIP: CONTACT:

14432 SE EASTGATE WAY, SUITE 260 BELLEVUE, WA 98007-6493 VLAD DIACONU -MAIL: vlad diaconu@smartlinklic.con

# RF ENGINEER

25-

OMPANY:

12900 PARK PLAZA DR, 3RD FLOOR CITY, STATE, ZIP: CERRITOS, CA 90703

FARAZ YAQOOB PHONE: E-MAIL: (636) 253-1190

BECHTEL COMMUNICATIONS COMPANY ADDRESS 6131 ORANGETHORPE AVE., STE. 500 BUENA PARK, CA 90620

CITY, STATE, ZIP: CONTACT: STEVE KINDRED (949) 212-4644 sgkindre@bechtel.com

#### SITE INFORMATION

#### APPLICANT/LESSEE

at&t

12900 PARK PLAZA DR, 3RD FLOOR CERRITOS, CA 90703

#### PROPERTY OWNER:

FAMILY SERVICES ASSOCIATION OF WESTERN RIVERSIDE

ADDRESS: CITY, STATE, ZIP: CONTACT: 21250 BOX SPRINGS RD., SUITE 212 MORENO VALLEY, CA 92557 DOM BETRO

PHONE: (951) 686-1096 LATITUDE: 33° 56' 48.3" N

LONGITUDE: LAT /LONG. TYPE: NAD 83

GROUND ELEVATION: 1565.3' AMSI

AREA OF CONSTRUCTION: 424 SQ. FT.

ZONING/JURISDICTION: CITY OF MORENO VALLEY

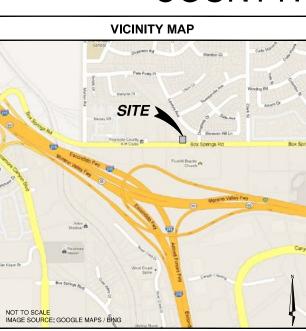
CURRENT ZONING: O - OFFICE

UNMANNED TELECOMMUNICATIONS FACILITY

HANDICAP REQUIREMENTS: FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION, HANDICAPPED ACCESS NOT REQUIRED.



SITE NUMBER: CLV2713 SITE NAME: FAMILY SERVICE **ASSOCIATION** 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 **COUNTY: RIVERSIDE** 





#### **DRIVING DIRECTIONS**

HEAD SOUTHWEST ON JWA ROADWAY; TURN LEFT TOWARD N. AIRPORT WAY; CONTINUE STRAIGHT ONTO N. AIRPORT WAY; SHARP RIGHT TO STAY ON N. AIRPORT WAY; SHARP LEFT TO STAY ON N. AIRPORT WAY; TAKE THE ROAM METGE ONTO CA.95 N.; MERGE ONTO CA.91 E.; TAKE THE CA.90 E. / 1215 S. EXIT TOWARD SAN DIEGO / INDIO: MERGE ONTO CA.90 E.; MERGE ONTO CA.90 E.; TAKE THE CASO E./ 1.215 S. TAKE THE

## **LEGAL DESCRIPTION**

ASSESSOR'S PARCEL NUMBER: 256-211-002

TO BE PROVIDED BY TITLE.

**ATTACHMENT 5** 



## **APPROVALS**

THE FOLLOWING PARTIES HERERY APPROVE AND ACCEPT THESE DOCUMENTS & AUTHORIZE THE SUBCONTRACTOR TO PROCEED WITH CONSTRUCTION DESCRIBED HEREIN. ALL DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT & MAY IMPOSE

DISCIPLINE:	SIGNATURE:	DATE:
AT&T RF ENGINEER:		
AT&T OPERATIONS:		
SITE ACQUISITION:		
CONSTRUCTION MANAGER:		
PROPERTY OWNER:		
ZONING:		
PROJECT MANAGER:		

## **GENERAL CONTRACTOR NOTES**

DO NOT SCALE DRAWINGS

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT/ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR SAME.

## **GENERAL NOTES**

THE FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. A TECHNICIAN WILL VISIT THE SITE AS REQUIRED FOR ROUTINE MAINTENANCE. THE PROJECT WILL NOT RESULT IN ANY SIGNIFICANT DISTURBANCE OR EFFECT ON DRAINAGE; NO SANITARY SEWER SERVICE, POTABLE WATER, OR TRASH DISPOSAL IS REQUIRED AND NO COMMERCIAL SIGNAGE IS

### PROJECT DESCRIPTION

THIS PROJECT WILL BE COMPRISED OF NEW AT&T ANTENNAS. (4) ANTENNAS PER SECTOR WITH THIS PROJECT I WILL BE COMPTHEED OF NEW ATAT ANTENNAS, (4) ANTENNAS PER SECTOR WILL (3) SECTORS, FOR A TOTAL OF (12) ANTENNAS AND NEW ATAT RRIVS, (6) PRUS PER SECTOR WITH (3) SECTORS, FOR A TOTAL OF (24) RRUS; (4) NEW ATAT RAYCAP SURGE SUPPRESSORS; (2) NEW ATAT GPS ANTENNAS TO BE MOUNTED ON A NEW ATAT 75 HIGH MONOPALM; NEW ATAT EQUIPMENT RACKS ON GROUND LEVEL INSIDE AN EXISTING 2-STORY BUILDING.

SHEET	DESCRIPTION
T-1	TITLE SHEET
T-2	SPECIFICATIONS
T-3	GENERAL REQUIREMENTS, LEGEND & ABBREVIATIONS
LS-1	TOPOGRAPHIC SURVEY
A-1	OVERALL SITE PLAN
A-1.1	ENLARGED SITE PLAN
A-2	ENLARGED EQUIPMENT & ANTENNA LAYOUTS
A-3	NORTH & SOUTH ELEVATIONS
A-4	EAST & WEST ELEVATIONS



Your world. Delivered

12900 PARK PLAZA DR, 3RD FLOOR CERRITOS, CA 90703

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WIRELESS



TEL: (949) 387-1265 FAX: (949) 387-1275

2	10-11-13	100% ZONING DRAWINGS
1	06-11-13	100% ZONING DRAWINGS
$\bigcirc$	06-03-13	90% ZONING DRAWINGS
REV.	DATE	REVISION DESCRIPTION

PROJECT INFORMATION:

CLV2713 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 RIVERSIDE COUNTY

DRAWN BY:	CHECKED BY:
XRC	JB
SHEET TITLE:	
Т	ITLE

SHEET

SHEET NUMBER:

T-1

REV.:

#### GENERAL CONSTRUCTION NOTES:

- 1. FOR THE PURPOSE OF CONSTRUCTION DRAWINGS, THE FOLLOWING DEFINITIONS SHALI
  - GENERAL CONTRACTOR SUBCONTRACTOR - CONTRACTOR (CONSTRUCTION) OWNER - AT&T
- 2. ALL SITE WORK SHALL BE COMPLETED AS INDICATED ON THE DRAWINGS AND AT&T
- 2. ALL STIE WORN SHALL BE COMPLETED AS INDICATED ON THE DRAWINGS AND ATA'
  PROJECT SPECIFICATIONS.
  3. GENERAL CONTRACTOR AND SUBCONTRACTOR SHALL VISIT THE SITE AND SHALL
  FAMILIARIZE HIMSELF WITH ALL CONDITIONS AFFECTING THE PROPOSED WORK AND
  SHALL MAKE PROVISIONS. GENERAL CONTRACTOR AND SUBCONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING THEMSELVES WITH ALL CONTRACT DOCUMENTS, FIELD CONDITIONS, DIMENSIONS, AND CONFIRMING THAT THE WORK MAY BE ACCOMPLISHED AS SHOWN PRIOR TO PROCEEDING WITH CONSTRUCTION, ANY DISCREPANCIES SHALL BE SHOWN PRIOR TO PROCEEDING WITH COINSTRUCTION, ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER PRIOR TO THE COMMENCEMENT OF WORK.

  4. ALL MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL
- APPLICABLE CODES, REGULATIONS, AND ORDINANCES. GENERAL CONTRACTOR SHALL ISSUE ALL APPROPRIATE NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY REGARDING THE
- PERFORMANCE OF WORK.

  5. ALL WORK CARRIED OUT SHALL COMPLY WITH ALL APPLICABLE MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS AND LOCAL JURISDICTIONAL CODES, ORDINANCES, AND APPLICABLE REGULATIONS.
  6. UNLESS NOTED OTHERWISE, THE WORK SHALL INCLUDE FURNISHING MATERIALS,
- EQUIPMENT, APPURTENANCES, AND LABOR NECESSARY TO COMPLETE ALL
- EQUIPMENT, APPUTENANCES, AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DEPAININGS.

  7. PLANS ARE NOT TO BE SCALED. THESE PLANS ARE INTENDED TO BE A DIAGRAMMATIC OUTLINE ONLY UNLESS OTHERWISE NOTED. DIMENSIONS SHOWN ARE TO FINISH SURFACES UNLESS OTHERWISE NOTED. SPACING BETWEEN EQUIPMENT IS THE MINIMUM REQUIRED. CLEARANCE. THEREFORE, IT IS ORITICAL TO FIELD VERIEY DIMENSIONS, SHOULD THERE BE ANY QUESTIONS REGARDING THE CONTRACT DOCUMENTS. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A CLARIFICATION FROM THE SUBCOUNT HAS 10 AS ANALL BE RESPONSIBLE POR OBTAINING A CLARIFICATION FROM IN A ARCHIETCTIENGINEER PRIOR TO PROCEEDING WITH THE WORK, DETAILS ARE INTENDED TO SHOW DESIGN INTENT. MODIFICATIONS MAY BE REQUIRED TO SUIT JOB DIMENSIONS OR CONDITIONS AND SUCH MODIFICATIONS SHALL BE INCLUDED AS PART OF WORK AND PREPARED BY THE ARCHITECT/ENGINEER PRIOR TO PROCEEDING WITH WORK.
- 8. THE SUBCONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY STATED OTHERWISE. 9 IF THE SPECIFIED FOLLIPMENT CANNOT BE INSTALLED AS SHOWN ON THESE DRAWINGS.
- 9. IF THE SPECIFIED EQUIPMENT CANNOT BE INSTALLED AS SHOWN ON THESE DRAWNINS. THE SUBCONTRACTOR SHALL PROPOSE AN ALTERNATIVE SPACE FOR APPROVAL BY THE ARCHITECT/ENGINEER PRIOR TO PROCEEDING.
  10. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF WORK AREA, ADJACENT AREAS AND BUILDING OCCUPANTS THAT ARE LIKELY TO BE AFFECTED BY THE
- WORK UNDER THIS CONTRACT. WORK SHALL CONFORM TO ALL OSHA REQUIREMENTS AND THE LOCAL JURISDICTION. 11. GENERAL CONTRACTOR SHALL COORDINATE WORK AND SCHEDULE WORK ACTIVITIES
- WITH OTHER DISCIPLINE.

  12. ERECTION SHALL BE DONE IN A WORKMANLIKE MANNER BY COMPETENT EXPERIENCED WORKMEN IN ACCORDANCE WITH APPLICABLE CODES AND THE BEST ACCEPTED PRACTICE, ALL MEMBERS SHALL BE LAID PLUMB AND TRUE AS INDICATED ON THE
- 13. SEAL PENETRATIONS THROUGH FIRE BATED AREAS WITH UL LISTED MATERIALS
- APPROVED BY LOCAL JURISDICTION. SUBCONTRACTOR SHALL KEEP AREA CLEAN, HAZARD FREE, AND DISPOSE OF ALL DEBRIS.

  14. WORK PREVIOUSLY COMPLETED IS REPRESENTED BY LIGHT SHADED LINES AND NOTES. THE SCOPE OF WORK FOR THIS PROJECT IS REPRESENTED BY DARK SHADED LINES AND NOTES, SUBCONTRACTOR SHALL NOTIFY THE GENERAL CONTRACTOR OF ANY EXISTING CONDITIONS THAT DEVIATE FROM THE DRAWINGS PRIOR TO BEGINNING CONSTRUCTION. 0
  - CONDITIONS THAT DEVIATE FROM THE DRAWINGS PRIOR TO BEGINNING CONSTRUCTION, SUBCONTRACTOR SHALL PROVIDE WRITTEN NOTICE TO THE CONSTRUCTION MANAGER 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
    THE SUBCONTRACTOR SHALL PROTECT EXISTING IMPROVEMENTS, PAVEMENTS, CURBS, LANDSCAPING AND STRUCTURES. ANY DAMAGED PART SHALL BE REPAIRED AT SUBCONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER.
  - 17. THE SUBCONTRACTOR SHALL CONTACT UTILITY LOCATING SERVICES PRIOR TO THE
- 17. THE SUBCONTRACTOR SHALL CONTACT UTILITY LOCATING SERVICES PRIOR TO THE START OF CONSTRUCTION.

  18. GENERAL CONTRACTOR SHALL COORDINATE AND MAINTAIN ACCESS FOR ALL TRADES AND SUBCONTRACTORS TO THE SITE AND/OR BUILDING.

  19. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR SECURITY OF THE SITE FOR THE DURATION OF CONSTRUCTION UNTIL JOB COMPLETION.

  20. THE GENERAL CONTRACTOR SHALL MAINTAIN IN GOOD CONDITION ONE COMPLETE SET.
- OF PLANS WITH ALL REVISIONS, ADDENDA, AND CHANGE ORDERS ON THE PREMISES AT
- ALL TIMES.

  21. THE GENERAL CONTRACTOR AND SUBCONTRACTOR SHALL PROVIDE PORTABLE FIRE EXTINGUISHERS WITH A RATING OF NOT LESS THAN 2-A OT 2-A:10-B:C AND SHALL BE WITHIN 25 FEET OF TRAVEL DISTANCE TO ALL PORTIONS OF WHERE THE WORK IS BEING COMPLETED DURING CONSTRUCTION.

  22. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES SHALL BE
- 2. ALL EXISTING ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY THE ARCHITECT/ENGINEER, EXTREME CAUTION SHOULD BE USED BY THE SUBCONTRACTOR WHEN EXCAVATING OR DRILLING PIERS AROUND OR NEAR UTILITIES. SUBCONTRACTOR WHEN EXCAVATING OR DRILLING FOR THE WORKING CREW. THIS SHALL INCLUDE BUT NOT BE LIMITED TO A FLALL PROTECTION, B) CONFINED SPACE, C) ELECTRICAL SAFETY, D) TRENCHING & EXCAVATION.
- 23 ALL EXISTING INACTIVE SEWER WATER GAS ELECTRIC AND OTHER UTILITIES WHICH 23. ALL EXISTING INACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES, WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED, CAPPED, PLUGGED OR OTHERWISE DISCONNECTED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, AS DIRECTED BY THE RESPONSIBLE ARCHITECT-ENGINEER, AND SUBJECT TO THE APPROVAL OF THE OWNER AND/OR LOCAL UTILITIES.

  24. THE AREAS OF THE OWNER'S PROPERTY DISTURBED BY THE WORK AND NOT COVERED DISTURBED BY THE WORK AND NOT COVERED.
- BY THE TOWER, EQUIPMENT OR DRIVEWAY, SHALL BE GRADED TO A UNIFORM SLOPE, AND STABILIZED TO PREVENT EROSION. 25 SURCONTRACTOR SHALL MINIMIZE DISTURBANCE TO THE EXISTING SITE DURING
- CONSTRUCTION, EROSION CONTROL MEASURES, IF REQUIRED DURING CONSTRUCTION, SHALL BE IN CONFORMANCE WITH THE FEDERAL AND LOCAL JURISDICTION FOR EROSION
- AND SEDIMENT CONTROL. 26.NO FILL OR EMBANKMENT MATERIAL SHALL BE PLACED ON FROZEN GROUNDING. FROZEN MATERIALS, SNOW OR ICE SHALL NOT BE PLACED IN ANY FILL OR EMBANKMENT.
- 27. THE SUBGRADE SHALL BE BROUGHT TO A SMOOTH UNIFORM GRADE AND COMPACTED TO 95 PERCENT STANDARD PROCTOR DENSITY UNDER PAVEMENT AND STRUCTURES AND 80 PERCENT STANDARD PROCTOR DENSITY UNDER PAVEMENT AND STRUCTURES AND 80 PERCENT STANDARD PROCTOR DENSITY IN OPEN SPACE, ALL TRENCHES IN PUBLIC RIGHT OF WAY SHALL BE BACKFILLED WITH FLOWABLE FILL OR OTHER MATERIAL PRE-APPROVED
- BY THE LOCAL JURISDICTION.
  28. ALL NECESSARY RUBBISH, STUMPS, DEBRIS, STICKS, STONES AND OTHER REFUSE SHALL
- 28. ALL NECESSARY NUBBISH, SI UMPS, DEBRIS, SI ICRS, SI TONES AND OTHER REPUSE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LAWPUL MANNER. 29. ALL BROCHURES, OPERATING AND MAINTENANCE MANUALS, CATALOSS, SHOP DRAWINGS, AND OTHER DOCUMENTS SHALL BE TURNED OVER TO THE GENERAL CONTRACTOR AT COMPLETION OF CONSTRUCTION AND PRIOR TO PAYMENT. 30. SUBCONTRACTOR SHALL SUBMIT A COMPLETE SET OF AS BUILT REDLINES TO THE GENERAL CONTRACTOR UPON COMPLETION OF PROJECT AND PRIOR TO FINAL PAYMENT.

**SPECIFICATIONS** 

- 31. SUBCONTRACTOR SHALL LEAVE PREMISES IN A CLEAN CONDITION.
- 32. THE PROPOSED FACILITY WILL BE UNMANNED AND DOES NOT REQUIRE POTABLE WATER. OR SEWER SERVICE, AND IS NOT FOR HUMAN HABITAT (NO HANDICAP ACCESS REQUIRED)
- 33. OCCUPANCY IS LIMITED TO PERIODIC MAINTENANCE AND INSPECTION, APPROXIMATELY 2
  TIMES PER MONTH, BY AT&T TECHNICIANS.
  34. NO OUTDOOR STORAGE OR SOLID WASTE CONTAINERS ARE PROPOSED.
  35. ALL MATERIAL SHALL BE FURNISHED AND WORK SHALL BE PERFORMED IN ACCORDANCE

- WITH THE LATEST REVISION OF ATAT MORILITY GROUNDING STANDARD "TECHNICAL WITH THE LATEST HEVISION OF A LET MOBILITY GROUNDING STANDARD TECHNICAL SPECIFICATION FOR CONSTRUCTION OF GSM/GPRS WIRELESS SITES" AND "TECHNICAL SPECIFICATION FOR FACILITY GROUNDING." IN CASE OF A CONFLICT BETWEEN THE CONSTRUCTION SPECIFICATION AND THE DRAWINGS, THE DRAWINGS SHALL GOVERN. 35. SUBCONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND
- INSPECTIONS REQUIRED FOR CONSTRUCTION, IF SUBCONTRACTOR CANNOT OBTAIN A PERMIT, THEY MUST NOTIFY THE GENERAL CONTRACTOR IMMEDIATELY
- 36 SUBCONTRACTOR SHALL REMOVED ALL TRASH AND DEBRIS FROM THE SITE ON A DAILY
- BASIS.
  37.INFORMATION SHOWN ON THESE DRAWINGS WAS OBTAINED FROM SITE VISITS AND/OR DRAWINGS PROVIDED BY THE SITE OWNER. CONTRACTORS SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO ORDERING MATERIAL OR PROCEEDING W
- 38.NO WHITE STROBE LIGHTS ARE PERMITTED. ANY REQUIRED LIGHTING MUST MEET FAA
- STANDARDS AND REQUIREMENTS.

  39. ALL COAXIAL CABLE INSTALLATIONS TO FOLLOW MANUFACTURER'S INSTRUCTIONS AND
- RECOMMENDATIONS.
  40.NO SIGNIFICANT NOISE, SMOKE, DUST OR VIBRATIONS WILL RESULT FROM THIS FACILITY. (DISREGARD THIS NOTE IF THIS SITE HAS A GENERATOR
- 41.NO ADDITIONAL PARKING TO BE PROPOSED. EXISTING ACCESS AND PARKING TO REMAIN, UNLESS NOTED OTHERWISE. 42.NO LANDSCAPING IS PROPOSED AT THIS SITE, UNLESS NOTED OTHERWISE.

- 1. ELECTRICAL CONTRACTOR SHALL SUPPLY AND INSTALL ANY/ALL ELECTRICAL WORK ELECTRICAL CONTRACTOR SHALL SUPPLY AND INSTALL ANY/ALL ELECTRICAL WORK INDICATED. ANY/ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH DRAWINGS AND ANY/ALL APPLICABLE SPECIFICATIONS. IF ANY PROBLEMS ARE ENCOUNTERED BY COMPLYING WITH THESE REQUIREMENTS, CONTRACTOR SHALL NOTIFY CONSTRUCTION MANAGER' AS SOON AS POSSIBLE, AFTER THE DISCOVERY OF THE PROBLEMS, AND SHALL NOT PROCEED WITH THAT PORTION OF WORK, UNTIL THE CONSTRUCTION MANAGER HAS DIRECTED THE CORRECTIVE ACTIONS TO BE TAKEN.
- 2. ELECTRICAL CONTRACTOR SHALL VISIT THE JOB SITE AND FAMILIARIZE HIMSELF WITH ANY/ALL CONDITIONS AFFECTING FLECTRICAL AND COMMUNICATION INSTALLATION AND ANY JALL CONDITIONS AFFECTING ELECTRICAL AND COMMINICATION IN STALLATION AND MAKE PROVISIONS AS TO THE COST THEREOF. ALL EXISTING CONDITIONS OF ELECTRICAL EQUIP., LIGHT FIXTURES, ETC., THAT ARE PART OF THE FINAL SYSTEM, SHALL BE VERIFIED BY THE CONTRACTOR, PRIOR TO THE SUBMITTING OF HIS BID. FALLURE TO COMPLY WITH THIS PARAGRAPH WILL IN NO WAY RELIEVE CONTRACTOR OF PERFORMING ALL WORK NECESSARY FOR A COMPLETE AND WORKING SYSTEM.
- 3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF THE NEC AND ALL CODES AND LOCAL ORDINANCES OF THE LOCAL POWER & TELEPHONE COMPANIES HAVING JURISDICTION AND SHALL INCLUDE BUT NOT BE LIMITED TO: C - NATIONAL FIRE CODES
  - A. UL UNDERWRITERS LABORATORIES
    B. NEC NATIONAL ELECTRICAL CODE

  - NEMA NATIONAL ELECTRICAL MANUFACTURERS ASSOC.

- C. NEMA NATIONAL ELECTRICAL MANUPACTURERS ASSOC.
  D. OSHA OCCUPATIONAL SAFETY AND HEALTH ACT
  E. SBC STANDARD BUILDING CODE
  4. DO NOT SCALE ELECTRICAL DRAWINGS; REFER TO SITE PLANS AND ELEVATIONS FOR
  EXACT LOCATIONS OF ALL EQUIPMENT, AND CONFIRM WITH 'CONSTRUCTION MANAGER'
  ANY SIZES AND LOCATIONS WHEN NEEDED.
  5. EXISTING SERVICES: CONTRACTOR SHALL NOT INTERRUPT EXISTING SERVICES WITHOUT
- WRITTEN PERMISSION OF THE OWNER.
- 6. CONTRACTOR SHALL PAY FOR ANY/ALL PERMITS. FEES, INSPECTIONS, AND TESTING. 6. CONTRACTOR SHALL PAY FOR ANY/ALL PERMITS, FEES, INSPECTIONS, AND TESTING, CONTRACTOR IS TO OBTAIN PERMITS AND APPROVED SUBMITTALS PRIOR TO THE WORK BEGINNING OR ORDERING EQUIPMENT.

  7. THE TERM "PROVIDE" USED IN CONSTRUCTION DOCUMENTS AND SPECIFICATIONS, INDICATES THAT THE CONTRACTOR SHALL FURNISH AND INSTALL.

  8. CONTRACTOR SHALL CONFIRM WITH LOCAL UTILITY COMPANY ANY/ALL REQUIREMENTS,
- SUCH AS THE: LUG SIZE RESTRICTIONS, CONDUIT ENTRY, SIZE OF TRANSFORMERS, SCHEDULED DOWNTIME FOR THE OWNERS' CONFIRMATION, ETC... ANY/ALL CONFLICTS SCHEDULED DOWN IME FOR THE OWNERS CONFIRMATION, ETC... ANY ALL CONFLICTS
  SHALL BE BROUGHT TO THE ATTENTION OF THE CONSTRUCTION MANAGER, PRIOR TO
  BEGINNING ANY WORK.

  MINIMUM WIRE SIZE SHALL BE #12 AWG, NOT INCLUDING CONTROL WIRING, UNLESS.
- NOTED OTHERWISE. ALL CONDUCTORS SHALL BE COPPER WITH THWN INSULATION.

  10. OUTLET BOXES SHALL BE PRESSED STEEL IN DRY LOCATIONS, CAST ALLOY WITH
- THREADED HUBS IN WET/DAMP LOCATIONS AND SPECIAL ENCLOSURES FOR OTHER
- CLASSIFIED AREAS.

  11.IT IS NOT THE INTENT OF THESE PLANS TO SHOW EVERY MINOR DETAIL OF THE

  CONSTRUCTION. CONTRACTOR IS EXPECTED TO FURNISH AND INSTALL ALL ITEMS FOR A

  COMPLETE ELECTRICAL SYSTEM AND PROVIDE ALL REQUIREMENTS FOR THE EQUIPMENT TO BE PLACED IN PROPER WORKING ORDER.
- 12. ELECTRICAL SYSTEM SHALL BE AS COMPLETELY AND EFFECTIVELY GROUNDED. AS
- 12. ELECTRICAL SYSTEM SHALL BE AS COMPLETELY AND EFFECTIVELY GROUNDED, AS REQUIRED BY SPECIFICATIONS, SET FORTY BY AT&T.

  13. ALL WORK SHALL BE PERFORMED BY A LICENSED ELECTRICAL CONTRACTOR IN A FIRST CLASS, WORKMANLIKE MANNER. THE COMPLETED SYSTEM SHALL BE FULLY OPERADE AND SUBJECT TO REGULATORY INSPECTION & APPROVAL BY CONSTRUCTION MANAGER.

  14. ALL WORK SHALL BE COORDINATED WITH OTHER TRADES TO AVOID INTERFERENCE WITH
- THE PROGRESS OF CONSTRUCTION.

  15. CONTRACTOR SHALL GUARANTEE ANY/ALL MATERIALS AND WORK FREE FROM DEFECTS
- CONTRACTOR SHALL GUARANTEE ANY/ALL MATERIALS AND WORK FREE FROM DEFECTS
  FOR A PERIOD OF NOT LESS THAN ONE YEAR FROM DATE OF ACCEPTANCE.
   THE CORRECTION OF ANY DEFECTS SHALL BE COMPLETED WITHOUT ANY ADDITIONAL
  CHARGE AND SHALL INCLUDE THE REPLACEMENT OR THE REPAIR OF ANY OTHER PHASE
  OF THE INSTALLATION, WHICH MAY HAVE BEEN DAMAGED THEREIN.
   ADEQUATE AND REQUIRED LIABILITY INSURANCE SHALL BE PROVIDED FOR PROTECTION AGAINST PUBLIC LOSS AND ANY/ALL PROPERTY DAMAGE FOR THE DUBATION OF WORK
- 18. PROVIDE AND INSTALL CONDUIT, CONDUCTORS, PULL WIRES, BOXES, COVER PLATES AND
- DEVICES FOR ALL OUTLETS AS INDICATED.

  19. DITCHING AND BACK FILL: CONTRACTOR SHALL PROVIDE FOR ALL UNDERGROUND INSTALLED CONDUIT ANDIOR CABLES INCLUDING EXCAVATION, BACKFILLING AND COMPACTION. REFER TO FOUNDATION, EXCAVATION, AND BACKFILLING NOTES. 20 MATERIALS, PRODUCTS AND EQUIPMENT, INCLUDING ALL COMPONENTS THEREOF, SHAL
- 20.MA I EHIALS, PHODUC IS AND EQUIPMEN I, INCLUDING ALL COMPONENTS I HEHEOF, SHALL BE NEW AND SHALL APPEAR ON THE LIST OF U.L. APPROVED I TEMS AND SHALL MEET OR EXCEED THE REQUIREMENTS OF THE NEC, NEMA, AND IECE. 21.CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR MANUFACTURERS CATALOG INFORMATION OF ANYALL LIGHTING FIXTURES, SWITCHES, AND ALL OTHER ELECTRICAL ITEMS FOR APPROVAL BY THE CONSTRUCTION MANAGER PRIOR TO INSTALLATION. 22. ANY CUTTING OR PATCHING DEEMED NECESSARY FOR ELECTRICAL WORK IS THE ELECTRICAL CONTRACTORS DESERVABILIED IN SUM IS ELECTRICAL.
- ELECTRICAL CONTRACTORS RESPONSIBILITY AND SHALL BE INCLUDED IN THE COST FOR WORK AND PERFORMED TO THE SATISFACTION OF THE 'CONSTRUCTION MANAGER' UPON
- WORK AND PERFORMED TO THE SATISFACTION OF THE 'CONSTRUCTION MANAGER'
  FINAL ACCEPTANCE.

  23. THE ELECTRICAL CONTRACTOR SHALL LABEL AL PANELS WITH ONLY TYPEWRITTEN
  DIRECTORIES, ALL ELECTRICAL WIRING SHALL BE THE RESPONSIBILITY OF THE
  ELECTRICAL CONTRACTOR.

  24. DISCONNECT SWITCHES SHALL BE H.P. RATED HEAVY-DUTY, QUICK-MADE AND
  ONLY OF THE TENDER OF THE PROPERTY OF T
- 24. DISCURINECT SWITCHES SHALL BE HILF HAT LED HEAVY JUINT, GUIDK-MADE AND QUIDK-BRAK ENCLOSURES, AS REQUIRED BY EXPOSURE TYPE.

  25. ALL CONNECTIONS SHALL BE MADE WITH A PROTECTIVE COATING OF AN ANTI-OXIDE COMPOUND SUCH AS "NO-OXIDE A" BY DEARBORNE CHEMICAL CO. COAT ALL WIRE SURFACES BEFORE CONNECTING, EXPOSED COPPER SURFACES, INCLUDING GROUND BARS, SHALL BE TREATED. NO SUBSTITUTIONS.

  26. RACEWAYS: CONDUIT SHALL BE SCHEDULE 40 PVC MEETING OR EXCEEDING NEMA TC2 1000 CONTRACTOR OF THE CONDUITS OF THE CONTRACTOR OF THE CONTRACTO
- 1990. CONTRACTOR SHALL PLUG AND CAP EACH END OF SPARE AND EMPTY CONDUITS AND PROVIDE TWO SEPARATE PULL STRINGS - 200 LBS TEST POLYETHYLENE CORD. ALL AND PROVIDE TWO SEPARATE PULL STRINGS - 200 LEST FOLYETHYLENE CORD. ALL CONDUIT BENDS SHALL BE A MINIMUM OF 2 FT. RADIUS. RGS CONDUITS WHEN SPECIFED, SHALL MEET UL-6 FOR GALVANIZED STEEL. ALL FITTINGS SHALL BE SUITABLE FOR USE WITH THREADING RIGID CONDUIT. COAT ALL THREADS WITH BRITE ZINC OR 'GOLD CALV.' 27. SUPPORT OF ALL ELECTRICAL WORK SHALL BE AS REQUIRED BY NEC. 28. CONDUCTORS: CONTRACTOR SHALL USE 98% CONDUCTIVITY COPPER WITH TYPE THWN

- INSULATION 800 VOLT, COLOR CODED, LISE SOLID CONDUCTORS FOR WIRE UP TO AND
- INSULATION, 80 VOLT, COLOR COBEL, USE SOLID CONDUCTIONS FOR WHITE OF TO AND INCLUDING NO. 8 AWG, USE STRANDED CONDUCTORS FOR WIRE ABOVE NO. 8 AWG, 28. CONNECTORS FOR POWER CONDUCTORS: CONTRACTOR SHALL USE PRESSURE TYPE INSULATED TWIST-ON CONNECTORS FOR NO. 10 AWG AND SMALLER, USE SOLDERLESS MECHANICAL TERMINAL LUGS FOR NO. 8 AWG AND LARGER.
- 30. SERVICES: 240/120V, SINGLE PHASE, 3 WIRE CONNECTION AVAILABLE FROM LITH ITY COMPANY OWNER OR OWNERS AGENT WILL APPLY FOR POWER
- COMPANY, OWNER OR OWNERS AGENT WILL APPLY FOR POWER.

  31. TELEPHONE SERVICE: CONTRACTOR SHALL PROVIDE EMPTY CONDUITS WITH PULL

  STRINGS AS INDICATED ON DRAWINGS.

  32. ELECTRICAL AND TELCO RACEWAYS TO BE BURIED A MINIMUM OF 2' DEPTH.

  32. CONTRACTOR SHALL PLACE TWO LENGTHS OF WARNING TAPE AT A DEPTH OF 12" BELOW

  GROUND AND DIRECTLY ABOVE ELECTRICAL AND TELCO SERVICE CONDUITS. CAUTION TAPE TO READ "CAUTION BURIED ELECTRIC" OR "BURIED TELECOMM."
- 34, ALL BOLTS SHALL BE STAINLESS STEEL

- 1. COMPRESSION CONNECTIONS (2), 2 AWG BARE TINNED SOLID COPPER CONDUCTORS TO GROUNDING BAR, ROUTE CONDUCTORS TO BURIED GROUNDING RING AND PROVIDE PARALLEL EXOTHERMIC WELD.

- PARALLEL EXOI HEHMIC WELD.

  2. EC SHALL USE PERMANENT MARKER TO DRAW THE LINES BETWEEN EACH SECTION AND LABEL EACH SECTION ("P." "A," "N," "I) WITH 1" HIGH LETTERS.

  3. ALL HARDWARE 18-8 STAINLESS STEEL, INCLUDING LOCK WASHERS, COAT ALL SURFACES WITH AN ANTI-OXIDANT COMPOUND BEFORE MATING. ALL HARDWARE SHALL BE STAINLESS STEEL 38 INCH DIAMETER OR LARGER.

  4. FOR GROUND BOND TO STEEL ONLY: INSERT A CADMIUM FLAT WASHER BETWEEN LUG AND STEEL COAT ALL SUBFACES WITH AN ANTI-OXIDANT COMPOUND REFORE MATING
- AND STEEL, COAT ALL SURFACES WITH AN ANTI-OXIDAN COMPOUND BEFORE MATING.

  5. NUT & WASHER SHALL BE PLACED ON THE FRONT SIDE OF THE GROUNDING BAR AND
  BOLTED ON THE BACK SIDE.

  6. NUMBER OF GROUNDING BARS MAY VARY DEPENDING ON THE TYPE OF TOWER, ANTENNA
  LOCATION, AND CONNECTION ORIENTATION. PROVIDE AS REQUIRED.

  7. WHEN THE SCOPE OF WORK REQUIRES THE ADDITION OF A GROUNDING BAR TO AN EXISTING TOWER, THE SUBCONTRACTOR SHALL OBTAIN APPROVAL FROM THE TOWER
- OWNER PRIOR TO MOUNTING THE GROUNDING BAR TO THE TOWER OWNER PRIOR TO MOUNTING THE GROUNDING BART TO THE TOWER.

  8. ALL ELECTRICAL AND GROUNDING AT THE CELL SITE SHALL COMPLY WITH THE NATIONAL ELECTRICAL CODE (NEC), NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 780 (LATEST EDITION), AND MANUFACTURER.

#### FOUNDATION, EXCAVATION, & BACKFILL NOTES:

- 1 ALL FINAL GRADED SLOPES SHALL BE A MAXIMUM OF 3 HORIZONTAL TO 1 VERTICAL ALL EXCAVATIONS PREPARED FOR PLACEMENT OF CONCRETE SHALL BE OF UNDISTURBED SOILS, SUBSTANTIALLY HORIZONTAL, AND FREE FROM ANY LOOSE, UNSUITABLE MATERIAL OF FROZEN SOILS, AND WITHOUT THE PRESENCE OF POUNDING WATER. DEWATERING FOR EXCESS GROUND WATER SHALL BE PROVIDED WHEN
- REQUIRED. COMPACTION OF SOILS UNDER CONCRETE PAD FOUNDATIONS SHALL NOT BE LESS THAN 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY FOR THE SOIL IN
- LESS THAN 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY FOR THE SOIL IN ACCORDANCE WITH ASTM D1557.

  3. CONCRETE FOUNDATIONS SHALL NOT BE PLACED ON ORGANIC OR UNSUITABLE MATERIAL. IF INADEGUATE BEARING CAPACITY IS REACHED AT THE DESIGNED EXCAVATION DEPTH. THE UNSATISFACTORY SOIL SHALL BE EXCAVATED TO ITS FULL DEPTH AND EITHER BE REPLACED WITH MECHANICALLY COMPACTED GRANULAR MATERIAL OR THE EXCAVATION SHALL BE FILLED WITH CONCRETE OF THE SAME TYPE MAI EHIAL OH THE EXCAVATION SHALL BE FILLED WITH CONORMELE OF THE SAME TYPE 
  SPECIFIED FOR THE FOUNDATION. CRUSHED STONE MAY BE USED TO STABILIZE THE 
  BOTTOM OF THE EXCAVATION. ANY STONE SUB BASE MATERIAL, IF USED, SHALL NOT 
  SUBSTITUTE FOR REGUIRED THICKNESS OF CONGRETE.

  4. ALL EXCAVATIONS SHALL BE CLEAN OF UNSUITABLE MATERIAL SUCH AS VEGETATION, 
  TRASH, DEBRIS, AND SO FORTH PRIOR TO BACK FILLING, BACK FILL SHALL CONSIST OF 
  APPROVED MATERIALS SUCH AS EARTH, LOAM, SANDY CLAY, SAND AND GRAVEL, OR SOFT 
  SHAPE CONTROLLED TO THE SAME TO SHAPE TO SH
- SHALE, FREE FROM CLODS OR LARGE STONES OVER 2 1/2 MAX DIMENSIONS, ALL BACK FILL SHALL BE PLACED IN COMPACTED LAYERS
- FILL SHALL BE PLACED IN COMPACIED LAYERS.
  5. ALL FILL MATERIALS AND FOUNDATION BACK FILL SHALL BE PLACED IN MAXIMUM 6" THICK LIFTS BEFORE COMPACTION. EACH LIFT SHALL BE WETTED IF REQUIRED AND COMPACTED TO NOT LESS THAN 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY FOR SOIL IN ACCORDANCE WITH ASTM D1557
- 6. NEWLY PLACED CONCRETE FOUNDATIONS SHALL CURE A MINIMUM OF 72 HOURS PRIOR TO BACK FILLING.
- 7 FINISHED GRADING SHALL BE SLOPED TO PROVIDE POSITIVE DRAINAGE AND PREVENT FINISHED GRADIUS SHALL BE SLOPED TO PHOVIDE POSITIVE DHAINAGE AND PREVENT STANDING WATER. THE FINAL (FINISH) ELEVATION OF SLAB FOUNDATIONS SHALL SLOPE AWAY IN ALL DIRECTIONS FROM THE CENTER. FINISH GRADE OF CONCRETE PADS SHALL BE A MAXIMUM OF A INCHES ABOVE FINAL FINISH GRADE ELEVATIONS. PROVIDE SURFACE FILL GRAVEL TO ESTABLISH SPECIFIED ELEVATIONS WHERE REQUIRED.
- 8. NEWLY GRADED SURFACE AREAS TO RECEIVE GRAVEL SHALL BE COVERED WITH NEWLY GRADED SURFACE AREAS TO RECEIVE GRAVEL SHALL BE COVERED WITH GEOTEXTILE FABRIC TYPE: TYPAR-3401 AS MANUFACTURED BY "CONSTRUCTION MATERIAL 1-800-239-3841" OR AN APPROVED EQUIVALENT, SHOWN ON PLANS. THE GEOTEXTILE FABRIC SHALL BE BLACK IN COLOR TO CONTROL THE RECURRENCE OF VEGETATIVE GROWTH AND EXTEND TO WITHIN 1 FOOT OUTSIDE THE SITE FENCING OR ELECTRICAL GROUNDING SYSTEM PERIMETER WHICHEVER IS GREATER. ALL FABRIC SHALL BE COVERED WITH A MINIMUM OF 4" DEEP COMPACTED STONE OR GRAVEL AS SPECIFIED. I.E. FDOT TYPE NO.57 FOR FENCED COMPOUND; FDOT TYPE NO. 67 FOR
- 9. IN ALL AREAS TO RECEIVE FILL, REMOVE ALL VEGETATION, TOPSOIL, DEBRIS, WET AND UNSATISFACTORY SOIL MATERIALS, OBSTRUCTIONS, AND DELETERIOUS MATERIALS FROM GROUND SURFACE, PLOW STRIP OR BREAK UP SLOPED SURFACES STEEPER THAN 1 VERTICAL TO 4 HORIZONTAL SUCH THAT FILL MATERIAL WILL BIND WITH EXISTING/PREPARED SOIL SURFACE.
- 10. WHEN SUBGRADE OR PREPARED GROUND SURFACE HAS A DENSITY LESS THAN THAT REQUIRED FOR THE FILL MATERIAL, SCARIFY THE GROUND SURFACE TO DETAIT
  REQUIRED FOR THE FILL MATERIAL, SCARIFY THE GROUND SURFACE TO DETAIT
  REQUIRED, PULVERIZE, MOISTURE-CONDITION AND/OR AFRATE THE SOILS AND
  RE-COMPACT TO THE REQUIRED DENSITY PRIOR TO PLACEMENT OR FILLS.

  11. IN AREAS WHICH EXISTING GRAVEL SURFACING IS REMOVED OR DISTURBED DURING
- CONSTRUCTION OPERATIONS, REPLACE GRAVEL SURFACING TO MATCH ADJACENT GRAVEL SURFACING AND RESTORED TO THE SAME THICKNESS AND COMPACTION AS SPECIFIED. ALL RESTORED GRAVEL SURFACING SHALL BE FREE FROM CORRUGATION
- SPECIFIEL, ALL RESIDED GRAVEL SURFACING SHALL BE FREE FROM CORRUGATIONS AND WAVES.

  12. EXISTING GRAVEL SURFACING MAY BE EXCAVATED SEPARATELY AND REUSED WITH THE CONDITION THAT ANY UNFAVORABLE AMOUNTS OF ORGANIC MATTER, OR OTHER DELETERIOUS MATERIALS ARE REMOVED PRIOR TO REUSE, FURNISH ANY ADDITIONAL GRAVEL RESURFACING MATERIAL AS NEEDED TO PROVIDE A FULL DEPTH COMPACTED SURFACE THROUGHOUT SITE.
- SURFACE I FINOUGHOUT STIE.

  13. GRAVEL SUB SURFACE SHALL BE PREPARED TO REQUIRED COMPACTION AND SUBGRADE ELEVATIONS BEFORE GRAVEL SURFACING IS PLACED AND/OR RESTORED. ANY LOOSE OR DISTURBED MATERIALS SHALL BE THOROUGHLY COMPACTED AND ANY DEPRESSIONS IN THE SUBGRADE SHALL BE FILLED AND COMPACTED WITH APPROVED SELECTED MATERIAL. GRAVEL SURFACING MATERIAL SHALL NOT BE USED FOR FILLING DEPRESSIONS IN THE SUBGRADE.

  14. PROTECT EXISTING GRAVEL SURFACING AND SUBGRADE IN AREAS WHERE EQUIPMENT
- LOADS WILL OPERATE. USE PLANKING MATTS' OR OTHER SUITABLE PROTECTION
  DESIGNED TO SPREAD EQUIPMENT LOADS AS MAY BE NECESSARY. REPAIR ANY DAMAGE
  TO EXISTING GRAVEL SURFACING OR SUB GRADE WHERE SUCH DAMAGE IS DUE TO THE CONTRACTORS OPERATIONS.

  15. DAMAGE TO EXISTING STRUCTURES AND/OR UTILITIES RESULTING FROM CONTRACTORS
- 15. DAMAGE TO EXISTING STRUCTURES AND/OR DEPLACED TO THE OWNERS SATISFACTION AT NO ADDITIONAL COST TO THE CONTRACT.

  NO ADDITIONAL COST TO THE CONTRACT.

  16. ALL SUITABLE BORROW MATERIAL FOR BACK FILL OF THE SITE SHALL BE INCLUDED IN THE BID. EXCESS TOPSOIL AND UNSUITABLE MATERIAL SHALL BE DISPOSED OF OFF SITE AT LOCATIONS APPROVED BY GOVERNING AGENCIES AT NO ADDITIONAL COST TO THE

#### ENVIRONMENTAL NOTES:

- ALL WORK PERFORMED SHALL BE DONE IN ACCORDANCE WITH ISSUED PERMITS. THE TRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF FINES AND PROPER CLEAN UP FOF
- CONTRACTOR AND/OR DEVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTION AND CONTRACTOR AND/ORD EVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTION AND MAINTENANDEC OF EROSION DAVELOPER SHALL BE RESPONSIBLE FOR CONSTRUCTION AND MAINTENANDE OF PROPERTIES, ROADWAYS AND WATERWAYS AND SHALL BE MAINTAINED IN PLACE THROUGH FINAL JURISDICTIONAL INSPECTION & RELEASE OF SITE.
   CONTRACTOR SHALL INSTALL/CONSTRUCT ALL NECESSARY SEDIMENT/SILT CONTROL FENCING AND PROTECTIVE MEASURES WITHIN THE LIMITS OF SITE DISTURBANCE PRIOR TO CONSTRUCTION.
- NO SEDIMENT SHALL BE ALLOWED TO EXIT THE PROPERTY. THE CONTRACTOR IS RESPONSIBLE FOR TAKING ADEQUATE MEASURES FOR CONTROLLING EROSION, ADDITIONAL
- RESPONSIBLE FOR TAXING AUGUST BIREADURES FOR CONTROLLING ENGISED. REDISTORM.

  SEDIMENT CONTROL FENCING MAY BE REQUIRED IN ANY AREAS SUBJECT TO EROSION,

  CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY INSPECTIONS AND ANY REPAIRS OF
  ALL SEDIMENT CONTROL MEASURES INCLUDING SEDIMENT REMOVAL AS NECESSARY. CLEARING OF VEGETATION AND TREE REMOVAL SHALL BE ONLY AS PERMITTED AND BE HELD TO A MINIMUM. ONLY TREES NECESSARY FOR CONSTRUCTION OF THE FACILITIES
- SEEDING AND MULCHING AND/OR SODDING OF THE SITE WILL BE ACCOMPLISHED AS SOON AS POSSIBLE AFTER COMPLETION OF THE PROJECT FACILITIES AFFECTING LAND DISTURBANCE.

  8. CONTRACTOR SHALL PROVIDE ALL EROSION AND SEDIMENTATION CONTROL
- MEASURES AS REQUIRED BY LOCAL, COUNTY AND STATE CODES AND ORDINANCES TO PROTECT EMBANKMENTS FROM SOIL LOSS AND TO PREVENT ACCUMICATION OF SOIL AND SILT IN STREAMS AND DRAINAGE PATHS LEAVING THE CONSTRUCTION AREA. THIS MAY NCLUDE SUCH MEASURES AS SILT FENCES, STRAW BALE SEDIMENT BARRIERS, AND CHECK
- 9. RIP RAP OF SIZES INDICATED SHALL CONSIST OF CLEAN, HARD, SOUND, DURABLE, UNIFORM IN QUALITY STONE FREE OF ANY DETRIMENTAL QUANTITY OF SOFT, FRIABLE, THIN, ELONGATED OR LAMINATED PIECES, DISINTEGRATED MATERIAL, ORGANIC MATTER, OIL, ALKALI, OR OTHER DELETERIOUS SUBSTANCES.

- CONCRETE MASONRY UNITS SHALL BE MEDIUM WEIGHT UNITS CONFORMING TO ASTM
  C90, GRADE N-1, (FM-1,500 PSI), MEDIUM WEIGHT (115).
   MORTAR SHALL BE TYPE "S" (MINIMUM 1,800 PSI AT 28 DAYS).
   GROUT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 2,000 PSI AT 28 DAYS.
   ALL CELLS CONTAINING REINFORCING STEEL OR EMBEDDED ITEMS AND ALL CELLS IN RETAINING WALLS AND WALLS BELOW GRADE SHALL BE SOLID GROUTED.
   ALL HORIZONTAL REINFORCING STEEL SHALL BE PLACED IN BOND BEAM OR LINTEL
- WHEN GROUTING IS STOPPED FOR ONE HOUR OR LONGER, HORIZONTAL CONSTRUCTION JOINTS SHALL BE FORMED BY STOPPING THE GROUT POUR 1-1/2" BELOW
- CONSTRUCTION JOINTS SHALL BE FORMED BY STOPPING THE GROUT POUR 1-1/2" BELOW TOP OF THE UPPERMOST UNIT.

  ALL BOND BEAM BLOCK SHALL BE "DEEP CUT" UNITS.

  PROVIDE INSPECTION AND CLEAN-OUT HOLES AT BASE OF VERTICAL CELLS HAVING GROUT LIFTS IN EXCESS OF 4-0" OF HEIGHT.

  ALL GROUT SHALL BE CONSOLIDATED WITH A MECHANICAL VIBRATOR.

  CEMENT SHALL BE AS SPECIFIED FOR CONCRETE.
- REINFORCING BARS SEE NOTES UNDER "REINFORCING STEEL" FOR REQUIREMENTS. PROVIDE ONE BAR DIAMETER (A MINIMUM OF 1/2") GROUT BETWEEN MAIN
- 12. PROVIDE ONE BAR DIAMETER (A MINIMUM OF 1/2") GROUT BETWEEN MAIN REINFORCING AND MASONRY UNITS.

  13. LOW LIFT CONSTRUCTION, MAXIMUM GROUT POUR HEIGHT IS 4 FEET.

  14. HIGH LIFT GROUTED CONSTRUCTION MAY BE USED IN CONFORMANCE WITH PROJECT SPECIFICATIONS AND SECTION 2104.5.1 OF CURRENT BUILDING CODE.

  15. ALL CELLS IN CONCRETE BLOCKS SHALL BE FILLED SOLID WITH GROUT, EXCEPT AS
- CELLS SHALL BE IN VERTICAL ALIGNMENT, DOWELS IN FOOTINGS SHALL BE SET TO 16. Cells Shall be in Vehicla Alignment, Dowels in Footings Shall be Set 10
  ALIGN WITH CORES CONTAINING REINFORCING STEEL
  17. REFER TO ARCHITECTURAL DRAWINGS FOR SURFACE AND HEIGHT OF UNITS, LAYING
  PATTERN AND JOINT TYPE.
  18. SAND SHALL BE CLEAN, SHARP AND WELL GRADED, FREE FROM INJURIOUS AMOUNTS
- OF DUST, LUMPS, SHALE, ALKAU OR ORGANIC MATERIAL BRICK SHALL CONFORM TO ASTM C-62 AND SHALL BE GRADE MW OR BETTER.

#### STRUCTURAL CONCRETE NOTES:

NOTED IN THE DRAWINGS OR SPECIFICATIONS

- ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH THE ACI-301-10
  ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH fc'=2,500 PSI AT 28
- DAYS UNLESS NOTED OTHERWISE. REINFORCING STEEL SHALL CONFORM TO ASTM A 615, GRADE 60, DEFORMED UNLESS
- 3. NEINFORCING STEEL SHALL CONFORM TO AS I'M A 19, SHALLE 60, DEPONMED ONLESS NOTED OTHERWISE. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A 185 WELDED STEEL WIRE FABRIC UNLESS NOTED OTHERWISE.

  4. THE FOLLOWING MINIMUM CONCRETE COVER SHALL BE PROVIDED FOR REINFORCING STEEL UNLESS SHOWN OTHERWISE ON DRAWINGS:

CONCRETE CAST AGAINST EARTH

CONCRETE EXPOSED TO EARTH OR WEATHER:

#5 AND SMALLER & WWF 1-1/2 IN.
CONCRETE NOT EXPOSED TO EARTH OR WEATHER, NOR CAST AGAINST THE 3/4 IN. 1-1/2 IN. SLAB AND WALL

5. A 3/4" CHAMFER SHALL BE PROVIDED AT ALL EXPOSED EDGES OF CONCRETE U.N.O. IN ACCORDANCE WITH ACI 301 SECTION 4.2.4.

6. HOLES TO RECEIVE EXPANSIONWEDGE ANCHORS SHALL BE 1/8" LARGER IN DIAMETER THAN THE ANCHOR BOLD, DOWEL OR ROD AND SHALL CONFORM TO MANUFACTURER'S RECOMMENDATION FOR EMBEDMENT DEPTH OR AS SHOWN ON THE DRAWINGS. LOCATE AND AVOID CUTTING EXISTING REBAR WHEN DRILLING HOLES IN ELEVATED CONCRETE SLABS. 7. USE AND INSTALLATION OF CONCRETE EXPANSION/WEDGE ANCHOR, SHALL BE PER ICBO & MANUFACTURER'S WRITTEN RECOMMENDED PROCEDURES.

# STRUCTURAL STEEL NOTES:

BEAMS AND COLUMNS

ALL STEEL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE AISC MANUAL OF STEEL CONSTRUCTION, STEEL SECTIONS SHALL BE IN ACCORDANCE WITH ASTM

MANUAL OF STEEL CONSTRUCTION, STEEL SECTIONS SH AS INDICATED BELOW: W-SHAPES: ASTM A992, 50 KSI ANGLES, BARS CHANNELS: ASTM A36, 36 KSI HSS SECTIONS: ASTM 500, 46 KSI PIPE SECTIONS: ASTM 53-E, 35 KSI

- PIPE SECTIONS: ASTM A53-E, 35 KSI

  2. ALL EXTERIOR EXPOSED STEEL AND HARDWARE SHALL BE HOT DIPPED GALVANIZED.

  3. ALL WELDING SHALL BE PERFORMED USING E70XX ELECTRODES AND WELDING SHALL
  CONFORM TO AISC. WHERE FILLET WELD SIZES ARE NOT SHOWN, PROVIDE THE MINIMUM
  SIZE PER TABLE J.2.4 IN THE AISC "MANUAL OF STEEL CONSTRUCTION." PAINTED SURFACES
  SHALL BE TOUCHED UP.

  4. BOLTED CONNECTIONS SHALL BE ASTM A22S BEARING TYPE 3/4" Ø CONNECTIONS AND
- SHALL HAVE MINIMUM OF TWO BOLTS UNLESS NOTED OTHERWISE
- NON-STRUCTURAL CONNECTIONS FOR STEEL GRATING MAY USE 5/8" Ø ASTM A307 BOLTS UNLESS NOTED OTHERWISE FIELD MODIFICATIONS ARE TO BE COATED WITH ZINC ENRICHED PAINT

Your world. Delivered

12900 PARK PLAZA DR, 3RD FLOOR CERRITOS, CA 90703

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WIRELESS

ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T WIRELESS IS STRICTLY PROHIBITED



TEL: (949) 387-1265 FAX: (949) 387-1275

2	10-11-13	100% ZONING DRAWINGS
1	06-11-13	100% ZONING DRAWINGS
$\bigcirc$	06-03-13	90% ZONING DRAWINGS
REV.	DATE	REVISION DESCRIPTION

PROJECT INFORMATION:

SHEET TITLE:

SHEET NUMBER:

1

CLV2713 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 RIVERSIDE COUNTY

DRAWN BY:	CHECKED BY:
XRC	JB

**SPECIFICATIONS** 

REV.

CLEARING, GRUBBING, STRIPPING, EROSION CONTROL, SURVEY, LAYOUT, SUBGRADE PREPARATION AND FINISH GRADING AS REQUIRED TO COMPLETE THE PROPOSED WORK SHOWN IN THESE PLANS.

#### 1.1 REFERENCES

- 1.1 REFERENCES:
  A. DOT (STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION CURRENT EDITION)
  B. ASTM (AMERICAN SOCIETY FOR TESTING AND MATERIALS)
- C. OSHA (OCCUPATION SAFETY AND HEALTH ADMINISTRATION)

#### 1.2 INSPECTION AND TESTING:

LE INSPECTION AND TESTING.

A. FIELD TESTING OF EARTHWORK COMPACTION AND CONCRETE CYLINDERS

B. ALL WORK SHALL BE INSPECTED AND RELEASED BY THE GENERAL CONTRACTOR WHO
SHALL CARRY OUT THE GENERAL INSPECTION OF THE WORK WITH SPECIFIC CONCERN TO
PROPER PERFORMANCE OF THE WORK AS SPECIFIED AND/OR CALLED FOR ON THE DRAWINGS, IT IS THE SUBCONTRACTOR'S RESPONSIBILITY TO REQUEST TIMELY INSPECTIONS PRIOR TO PROCEEDING WITH FURTHER WORK THAT WOULD MAKE PARTS OF WORK INACCESSIBLE OR DIFFICULT TO INSPECT.

- SITE MAINTENANCE AND PROTECTION:
   A. PROVIDE ALL NECESSARY JOB SITE MAINTENANCE FROM COMMENCEMENT OF WORK UNTIL COMPLETION OF THE SUBCONTRACT.
   B. AVOID DAMAGE TO THE SITE AND TO EXISTING FACILITIES, STRUCTURES, TREES, AND
- SHRUBS DESIGNATED TO REMAIN TAKE PROTECTIVE MEASURES TO PREVENT EXISTING FACILITIES THAT ARE NOT DESIGNATED FOR REMOVAL FROM BEING DAMAGED BY THE
- WOHK.
  C. KEEP SITE FREE OF ALL PONDING WATER.
  D. PROVIDE EROSION CONTROL MEASURES IN ACCORDANCE WITH STATE DOT AND EPA REQUIREMENTS.
- E. PROVIDE AND MAINTAIN ALL TEMPORARY FENCING. BARRICADES, WARNING SIGNALS AND SIMILAR DEVICES NECESSARY TO PROTECT AGAINST THEFT FROM PROPERTY DURING THE ENTIRE PERIOD OF CONSTRUCTION. REMOVE ALL SUCH DEVICES UPON COMPLETION
- THE ENTINE PERIOD OF CONSTRUCTION THE WORK OF THE WORK.

  F. EXISTING UTILITIES: DO NOT INTERRUPT EXISTING UTILITIES SERVING FACILITIES OCCUPIED BY THE OWNER OR OTHERS, EXCEPT WHEN PERMITTED IN WRITING BY THE THE OWNER OR OTHERS, EXCEPT WHEN PERMITTED IN WRITING BY THE OWNER OR OTHERS, EXCEPT WHEN THE PROPARTY ITILITY SERVICES HAVE ENGINEER, AND THEN ONLY AFTER ACCEPTABLE TEMPORARY UTILITY SERVICES HAVE

PROVIDE A MINIMUM 48-HOUR NOTICE TO THE ENGINEER AND RECEIVE WRITTEN NOTICE TO PROCEED BEFORE INTERRUPTING ANY UTILITY SERVICE.

- 2.1 SUITABLE BACKFILL: ASTM D2321 (CLASS I. II. III. OR IVA) FREE FROM FROZEN LUMPS.
- 2.1 SUIT ABLE BACKHILL: AST M 02321 (CLASS I, II, III) OR IVA) FREE FROM FROZEN LUMPS, REFUSE, STONES OR ROCKS LARGER THAM 3 INCHES IN ANY DIMENSION OR OTHER MATERIAL THAT MAY MAKE THE INORGANIC MATERIAL UNSUITABLE FOR BACKFILL: 2.2NON-POROUS GRANULAR EMBANIKMENT AND BACKFILL: ASTM D2321 (CLASS III, IVA OR IVB) COARSE AGGREGATE. FREE FROM FROZEN LUMPS, REFUSE, STONES, OR ROCKS LARGER THAM 3 INCHES IN ANY DIMENSION OR OTHER MATERIAL THAT MAY MAKE THE INORGANIC MATERIAL UNSUITABLE FOR BACKFILL.
- 2.3 POROUS GRANULAR EMBANKMENT AND BACKFILL; ASTM D2321 (CLASS IA. IB. OR II) 3 POROUS GHANULAH EMBANKMEN I AND BACKF.LL. ASI M 19221 (CLASS IA, IB, OR II)
  COARSE AGGREGATE FREE FROM FROZEN LUMPS, REFUSE, STONES, OR ROCKS LARGER
  THAN 3 INCHES IN ANY DIMENSION OR OTHER MATERIAL THAT MAY MAKE THE INORGANIC
  MATERIAL UNSUITABLE FOR BACKFILL.
  SELECT STRUCTURAL FILL: GRANULAR FILL MATERIAL MEETING THE REQUIREMENTS OF
  ASTM E850-95, FOR USE AROUND AND UNDER STRUCTURES WHERE STRUCTURAL FILL
  MATERIAL ARE DEPOLUED.
- MATERIAL ARE REQUIRED. GRANUALR BEDDING AND TRENCH BACKFILL: WELL-GRADED SAND MEETING THE
- GRADATION REQUIREMENTS OF ASTM D2487 (SE OR SW-SM).

  COARSE AGGREGATE FOR ACCESS ROAD SUB BASE COURSE SHALL CONFORM TO ASTM 2.7UNSUITABLE MATERIAL: HIGH AND MODERATELY PLASTIC SILTS AND CLAYS (LL>45).
- MATERIAL CONTAINING REFUSE, FROZEN LUMPS, DEMOLISHED BITUMINOUS MATERIAL MATERIAL CONTRIBUTED THE MOST HEAD SET THE CONTRIBUTION OF A TENTAL TO SET THE MOST THE MOST THE MOST THE CONTRIBUTION OF A THE MOST THE CONSTRUCTION MANAGER. TYPICAL THESE WILL BE SOILS CLASSIFIED BY ASTM AS PT, MH, CH, OH, ML, AND CL.

  2.8 GEOTEXTILE FABRIC; MIRAFI SOOX OR APPROVED EQUAL.

  2.9 PLASTIC MARKING TAPE; SHALL BE ACID AND ALKALI RESISTANT POLYETHYLENE FILM SPECIFICALLY MANUFACTURED FOR MARKING AND LOCATING UNDERGROUND UTILITIES, 6 MICHES WIDE MOST MANUFACTURED FOR MARKING AND LOCATING UNDERGROUND UTILITIES, 6 MICHES MODE MOST MANUFACTURED FOR MARKING AND LOCATING UNDERGROUND UTILITIES, 6 MICHES MODE MOST MANUFACTURED FOR MARKING AND LOCATING UNDERGROUND UTILITIES, 6 MICHES MODE MOST MANUFACTURED FOR MARKING AND LOCATING UNDERGROUND UTILITIES, 6 MICHES MODE MOST MANUFACTURED FOR MARKING AND LOCATING UNDERGROUND UTILITIES.
- INCHES WIDE WITH A MINIMUM THICKNESS OF 0.004 INCH. TAPE SHALL HAVE MINIMUM INCHES WIDE WITH A MINIMOM THICKNESS OF 0.004 INCH. TAPE SHALL HAVE MINIMOM STERENGTH OF 1500 PSI IN BOTH DIRECTIONS AND MANUFACTURED WITH INTEGRAL CONDUCTORS, FOIL BACKING OR OTHER MEANS TO ENABLE DETECTION BY A METAL DETECTOR WHEN BURIED UP TO 3 FEET DEEP. THE METALLIC CORE OF THE TAPE SHALL BE ENCASED IN A PROTECTIVE JACKET OR PROVIDED WITH OTHER MEANS TO PROTECT FROM CORROSION, TAPE COLOR SHALL BE RED FOR ELECTRIC UTILITIES AND ORANGE FOR TELECOMMUNICATION UTILITIES.

#### PART 2 - EXECUTION

- A. BEFORE STARTING GENERAL SITE PREPARATION ACTIVITIES, INSTALL EROSION AND SEDIMENT CONTROL MEASURES. THE WORK AREA SHALL BE CONSTRUCTED AND MAINTAINED IN SUCH A CONDITION THAT IN THE EVENT OF RAIN THE SITE WILL BE
- B. BEFORE ALL SURVEY, LAYOUT, STAKING, AND MARKING, ESTABLISH AND MAINTAIN ALI
- LINES, GRADES, ELEVATIONS AND BENCHMARKS NEEDED FOR EXECUTION OF THE WORK.

  C. CLEAR AND GRUB THE AREA WITHIN THE LIMITS OF THE SITE, REMOVE TREES, BRUSH,
  STUMPS, RUBBISH AND OTHER DEBRIS AND VEGETATION RESTING ON OR PROTRUDING
  THROUGH THE SURFACE OF THE SITE AREA TO BE CLEARED.
- REMOVE THE FOLLOWING MATERIALS TO A DEPTH OF NO LESS THAN 12 INCHES BELOW. THE ORIGINAL GROUND SURFACE: ROOTS, STUMPS, AND OTHER DEBRIS, BRUSH, AND REFUSE EMBEDDED IN OR PROTRUDING THROUGH THE GROUND SURFACE, RAKE, DISK
- REFUSE EMBEDDED IN OF PROTIROUNG THROUGH THE GROUND SORFACE, RARE, OR PLOW THE AREA TO A DEPTH OF NO LESS THAN 6 INCHES, AND REMOVE TO A DEPTH OF 12 INCHES ALL ROOTS AND OTHER DEBRIS THEREBY EXPOSED.

  2. REMOVE TOPSOIL MATERIAL COMPLETELY FROM THE SURFACE UNTIL THE SOIL NO. LONGER MEETS THE DEFINITION OF TOPSOIL. AVOID MIXING TOPSOIL WITH SUBSOIL OR
- OTHER UNDESIRABLE MATERIALS. 3. EXCEPT WHERE EXCAVATION TO GREATER DEPTH IS INDICATED. FILL DEPRESSIONS RESULTING FROM CLEARING, GRUBBING, AND DEMOLITION WORK COMPLETELY WITH
- SUITABLE FILL.

  D. REMOVE FROM THE SITE AND DISPOSE IN AN AUTHORIZED LANDFILL ALL DEBRIS
  RESULTING FROM CLEARING AND GRUBBING OPERATIONS. BURNING WILL NOT BE
- E. PRIOR TO EXCAVATING, THOROUGHLY EXAMINE THE AREA TO BE EXCAVATED AND/OR PRIOR TO EXCAVATING, IHOROUGHLY EXAMINE THE AREA TO BE EXCAVATED AND/OR TRENCHED TO VERIFY THE LOCATIONS OF FEATURES INDICATED ON THE DRAWINGS AND TO ASCERTAIN THE EXISTENCE AND LOCATION OF ANY STRUCTURE, UNDERGROUND STRUCTURE, OR OTHER ITEM NOT SHOWN THAT MIGHT INTERFERE WITH THE PROPOSED CONSTRUCTION, NOTIFY THE CONSTRUCTION AND STRUCTIONS THAT WILL PREVENT ACCOMPLISHMENT OF THE WORK AS INDICATED ON THE DRAWINGS.
- F. SEPARATE AND STOCK PILE AL EXCAVATED MATERIALS SUITABLE FOR BACKFILL, AL EXCESS EXCAVATED AND UNSUITABLE MATERIALS SHALL BE DISPOSED OF OFF-SITE IN A LEGAL MANNER.

- 3.2 BACKFILL:
  A. AS SOON AS PRACTICAL, AFTER COMPLETING CONSTRUCTION OF THE RELATED STRUCTURE, INCLUDING EXPIRATION OF THE SPECIFIED MINIMUM CURING PERIOD FOR CAST-IN-PLACE CONCRETE, BACKFILL THE EXCAVATION WITH APPROVED MATERIAL TO
- RESTORE THE REQUIRED FINISHED GRADE.
  4. PRIOR TO PLACING BACKFILL AROUND STRUCTURES, ALL FORMS SHALL BE REMOVED.
- 4. PRIOR TO PLACING BACKFILL AROUND STRUCTURES, ALL FORMS SHALL BE REMOVED AND THE EXCAVATION CLEANED OF ALL TRASH, DEBRIS, AND UNSUITABLE MATERIALS.

  5. BACKFILL BY PLACING AND COMPACTING SUITABLE BACKFILL MATERIAL OR SELECT GRANULAR BACKFILL MATERIAL WHEN REQUIRED IN UNIFORM HORIZONTAL LAYERS OF NO GREATER THAN 8-INCHES LOOSE THICKNESS AND COMPACTED. WHERE HAND OPERATED COMPACTORS ARE USED, THE FILL MATERIAL SHALL BE PLACED IN LIFTS MACT TO EXCEED A LOVER AND TO THE COMPACTORS. NOT TO EXCEED 4 INCHES IN LOOSE DEPTH AND COMPACTED.
  6. WHENEVER THE DENSITY TESTING INDICATES THAT THE CONTRACTOR HAS NOT
- WHENEVER THE DENSITY TESTING INDICATES THAT THE CONTRACTOR HAS NOT OBTAINED THE SPECIFIED DENSITY, THE SUCCEEDING LAYER SHALL NOT BE PLACED UNTIL THE SPECIFICATION REQUIREMENTS ARE MET UNLESS OTHERWISE AUTHORIZED BY THE GEOTECHNICAL ENGINEER. THE CONTRACTOR SHALL TAKE WHATEVER APPROPRIATE ACTION IS NECESSARY, SUCH AS DISKING AND DRYING, ADDING WATER, OR INCREASING THE COMPACTIVE EFFORT TO MEET THE MINIMUM COMPACTION REQUIREMENTS.
- B. THOROUGHLY COMPACT EACH LAYER OF BACKFILL TO A MINIMUM 95% OF THE MAXIMUM DRY DENSITY AS PROVIDED BY THE STANDARD PROCTOR TEST, ASTM D 698

- 3.3 TRENCH EXCAVATION:

  4. UTILITY TRENCHES SHALL BE EXCAVATED TO THE LINES AND GRADES SHOWN ON THE DRAWNINGS OR AS DIRECTED BY THE GENERAL CONTRACTOR. PROVIDE SHORING, SHEETING AND BRACING AS REQUIRED TO PREVENT CAVING OR SLOUGHING OF THE
- B. EXTEND THE TRENCH WIDTH A MINIMUM OF 6 INCHES BEYOND THE OUTSIDE EDGE OF THE
- C. WHEN SOFT YIELDING, OR OTHERWISE UNSTABLE SOIL CONDITIONS ARE ENCOUNTERED, BACKFILL AT THE REQUIRED TRENCH TO A DEPTH OF NO LESS THAN 12 INCHES BELOW THE REQUIRED ELEVATION AND BACKFILL WITH GRANULAR BEDDING MATERIAL.

#### 3.4 TRENCH BACKELL:

- 3.4 I FIRM OF BACKFILL:
  A. PROVIDE GRANULAR BEDDING MATERIAL IN ACCORDANCE WITH THE DRAWINGS AND THE
  UTILITY REQUIREMENTS.
  B. NOTIFY THE GENERAL CONTRACTOR 24 HOURS IN ADVANCE OF BACKFILLING.
- C. CONDUCT UTILITY CHECK TESTS BEFORE BACKFILLING. BACKFILL AND COMPACT TRENCH BEFORE ACCEPTANCE TESTING. D. PLACE GRANULAR TRENCH BACKFILL UNIFORMLY ON BOTH SIDES OF THE CONDUITS IN
- FLACE GRANDLATI I INENCE BACKTILL UNIFORMEL ON BOTH SIDES OF THE CONDUITS.

  SOLIDLY RAM AND TAMP BACKFILL INTO SPACE AROUND CONDUITS.

  PROTECT CONDUIT FROM LATERAL MOVEMENT, IMPACT DAMAGE, OR UNBALANCED
- F. ABOVE THE CONDUIT EMBEDMENT ZONE, PLACE AND COMPACT SATISFACTORY BACKFILL MATERIAL IN 8-INCH MAXIMUM LOOSE THICKNESS LIFTS TO RESTORE THE REQUIRED FINISHED SURFACE GRADE.
- FINISHED SOFFACE GRADE.

  G. COMPACT FINAL TRENCH BACKFILL TO A DENSITY EQUAL TO OR GREATER THAN THAT OF
  THE EXISTING UNDISTURBED MATERIAL IMMEDIATELY ADJACENT TO THE TRENCH BUT NO
  LESS THAN A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS PROVIDED BY THE STANDARD PROCTOR TEST, ASTM D 698.

#### 3.5 AGGREGATE ACCESS ROAD:

- 3.5 AGGRIEGATE ACCESS ROAD:

  A. CLEAR, GRUB, STRIP AND EXCAVATE FOR THE ACCESS ROAD TO THE LINES AND GRADES INDICATED ON THE DRAWINGS. SCARIFY TO A DEPTH OF 6 INCHES AND PROOF-ROLL. ALL HOLES, RUTS, SOFT PLACES AND OTHER DEFECTS SHALL BE CORRECTED.

  B. THE ENTIRE SUBGRADE SHALL BE COMPACTED TO NOT LESS THAN 95% OF THE MAXIMUM DRY DENSITY AS PROVIDED BY THE STANDARD PROCTOR TEST, ASTM D 1557.
- C. AFTER PREPARATION OF THE SUBGRADE IS COMPLETE THE GEOTEXTILE FABRIC (MIRAF 500XI) SHALL BE INSTALLED TO THE LIMITS INDICATED ON THE DRAWINGS BY ROLLING THE FABRIC SHALL NOT BE
- FABRIC OUT LONGITUDINALLY ALONG THE ROADWAY. THE FABRIC SHALL NOT BE DRAGGED ACROSS THE SUBGRADE. PLACE THE ENTIRE ROLL IN A SINGLE OPERATION, ROLLING OUT AS SMOOTHLY AS POSSIBLE. 1. OVERLAPS PARALLEL TO THE ROADWAY WILL BE PERMITTED AT THE CENTERLINE AND AT LOCATIONS BEYOND THE ROADWAY SURFACE WIDTH (I.E. WITHIN THE SHOULDER WIDTH) ONLY. NO LONGITUDINAL OVERLAPS SHALL BE LOCATED BETWEEN THE CENTERLINE AND THE SHOULDER. PARALLEL OVERLAPS SHALL BE A MINIMUM OF 3
- FEET WIDE.

  2. TRANSVERSE (PERPENDICULAR TO THE ROADWAY) OVERLAPS AT THE END OF A ROLL SHALL OVERLAP IN THE DIRECTION OF THE AGGREGATE PLACEMENT (PREVIOUS ROLL ON TOP) AND SHALL HAVE A MINIMUM LENGTH OF 3 FEET.

  3. ALL OVERLAPS SHALL BE PINNED WITH STAPLES OR NAILS A MINIMUM OF 10 INCHES LONG TO INSURE POSITIONING DURING PLACEMENT OF AGGREGATE. PIN
- LONG TO INSURE POSITIONING DURING PLACEMENT OF AGGREGATE. PIN LONGITUDINAL SEAMS AT 25 FOOT CENTERS AND TRANSVERSE SEAMS EVERY 5 FEET. THE AGGREGATE BASE AND SURFACE COURSES SHALL BE CONSTRUCTED IN LAYERS NOT MORE THAN 4 INCH (COMPACTED) THICKNESS. AGGREGATE TO BE PLACED ON GEOTEXTILE FABRIC SHALL BE END-DUMPED ON THE FABRIC FROM THE FREE END OF THE FABRIC OR OVER PREVIOUSLY PLACED AGGREGATE. THE FIRST LIFT SHALL BE BLADED DOWN TO A THICKNESS OF 8 INCHES PRIOR TO COMPACTION. AT NO TIME SHALL EQUIPMENT, EITHER TRANSPORTING THE AGGREGATE OR GRADING THE AGGREGATE, BE PERMITTED ON THE ROADWAY WITH LESS THAN 4 INCHES OF MATERIAL COVERING TH
- FABRIC.

  E. THE AGGREGATE SHALL BE IMMEDIATELY COMPACTED TO NOT LESS THAN 95 PERCENT
  OF THE MAXIMUM DRY DENSITY AS PROVIDED BY THE PROCTOR TEST, ASTM D 1557 WITH
  A TAMPING ROLLER, OR WITH A PNEUMATIC-TIRED ROLLER, OR WITH A VIBRATORY MACHINE OR ANY COMBINATION OF THE ABOVE. THE TOP LAYER SHALL BE GIVEN A FINAL ROLLING WITH A THREE-WHEEL OR TANDEM ROLLER.

- 3.6 FINISH GRADING:
  A. PERFORM ALL GRADING TO PROVIDE POSITIVE DRAINAGE AWAY FROM STRUCTURES AND SMOOTH, EVEN SURFACE DRAINAGE OF THE ENTIRE AREA WITHIN THE IMITS OF CONSTRUCTION. GRADING SHALL BE COMPATIBLE WITH ALL SURROUNDING TOPOGRAPHY
- B. UTILIZE SATISFACTORY FILL MATERIAL RESULTING FROM THE EXCAVATION WORK IN THE B. OTILIZE SATISFACTORY FILLS, MAILENIAL RESULTING FROM THE EXCAVATION WORK IN THE CONSTRUCTION OF FILLS, EMBANKMENTS AND FOR REPLACEMENT OF REMOVED UNSUITABLE MATERIALS.
   C. ACHIEVE FINISHED GRADE BY PLACING A MINIMUM OF 4 INCHES OF 1/2" - 3/4" CRUSHED

  ATTAINS AND TO PROPERTY OF THE PROPERTY
- STONE ON TOP SOIL STABILIZER FABRIC.
  D. REPAIR ALL ACCESS ROADS AND SURROUNDING AREAS USED DURING THE CORSE OF THIS WORK TO THEIR ORIGINAL CONDITION.

- 3.7 ASPHALT PAVING ROAD:
  A. DIVISION 600 KDOT FLEXIBLE PAVEMENT. (UPDATE PER LOCAL DOT)
  B. SECTION 403 MODOT ASPHALT CONCRETE PAVEMENT.

#### NEW ANTENNA 777777777 PLYWOOD TELEPHONE CONDUIT $\bigcirc$ EXISTING ANTENNA SAND — E — ELECTRICAL CONDUIT $\otimes$ GROUND ROD WOOD CONT. COAXIAL CABLE GROUND BUS BAR WOOD BLOCKING — OH-E/T — OVERHEAD SERVICE MECHANICAL GRND. CONN. CONDUCTORS — — CENTERLINE CHAIN LINK FENCING PROPERTY/LEASE LINE GROUND ACCESS WELL MATCH LINE Ε ELECTRIC BOX WORK POINT T TELEPHONE BOX GROUND CONDUCTOR ELEVATION REFERENCE LIGHT POLE SECTION REFERENCE 0 END. MONUMENT GROUT OR PLASTER SPOT ELEVATION (E) BRICK Λ SET POINT (E) MASONRY ⚠ REVISION CONCRETE GRID REFERENCE EARTH DETAIL REFERENCE GRAVEL

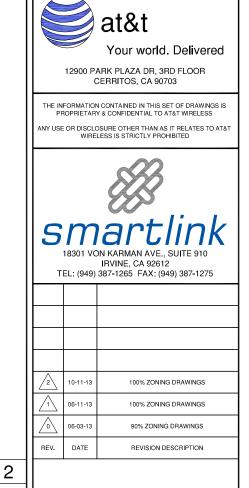
**ABBREVIATION DEFINITION** ABBREVIATION **DEFINITION ABBREVIATION** DEFINITION ANCHOR BOLT POWER (CABINET FABRICATION(OR)
FINISH FLOOR
FINISH GRADE
FINISH(ED)
FLOOR
FOUNDATION
FACE OF CONCRETE
FACE OF MASONRY
FACE OF STUD
FACE OF WALL
FINISH SUBFACE ABV.
ACCA
ADD'L
A.F.F.
A.F.G.
ALUM.
ANT.
ANT.
ANT.
APPRX
ARCH.
AWG.
BLDG.
BLK.
BLKG. ABOVE ANTENNA CABLE COVER ASSEMBLY RADIUS REFERENCE REINFORCEMENT(ING) REF REINF REQ'D RGS. SCH. SHT. SIM. SPEC. ADDITIONAL ABOVE FINISHED FLOOR ABOVE FINISHED GRADE ALUMINUM ALTERNATE REQUIRED RIGID GALVANIZED STEEL SCHEDULE SHEET ANTENNA APPROXIMATE(LY) ARCHITECT(URAL) FINISH SURFACE FOOT(FEET) SPECIFICATION(S) AMERICAN WIRE GAUGE STAINLESS STEEL BUILDING FOOTING GROWTH (CABINET) BLOCK BLOCKING GROWLING CALL GAUGE GALVANIZE(D) GROUND FAULT CIRCUIT INTERRUPTER GLUE LAMINATED BEAM GLOBAL POSITIONING SYSTEM STANDARD STANDARD
STEEL
STEUCTURAL
TEMPORARY
THICK(NESS)
TOE NAIL
TOP OF ANTENNA
TOP OF CURB
TOP OF PLATE (PARAPET)
TOR OF PLATE (PARAPET) STL.
STRUC
TEMP.
THK.
T.N.
T.O.A.
T.O.C.
T.O.P.
T.O.S.
T.O.W.
TYP.
U.G.
U.L.
U.N.O.
V.I.F. GI. G.F.I. GLB.(GLU-LAM) GPS GRND. HDR. HGR. HT. ICGB. BM.
BTOW.
B.O.F.
BJU.
CAB.
CANT.
C.I.P.
CLG.
CLG.
CLG.
CONL.
CONT.
CONT.
D.F.
DIA.
DIAG.
DIM.
DWG.
EL.
ELEC.
ELEV.
EMT.
E.N.
E.O.
EXST.(E)
EXST.(E) BEAM BOUNDARY NAILING BACK-UP CABINET CABINET CANTILEVER(ED) CAST IN PLACE CEILING ISOLATED COPPER GROUND BUS TOP OF STEEL TOP OF WALL CLEAR UNDER GROUND UNDERWRITERS LABORATORY CONSTRUCTION CONTINUOUS PENNY (NAILS) DOUBLE DEPARTMENT LINEAR FEET (FOOT) UNLESS NOTED OTHERWISE LONG(ITUDINÀL) VERIFY IN FIELD WIDE(WIDTH) MASONRY MAXIMUM MACHINE BOLT WITH WOOD WEATHERPROOF WEIGHT DOUGLAS FI MECHANICAL MANUFACTURER MINIMUM DIAMETER DIAGONAL DIMENSION CENTERLINE MISCELLANEOUS METAL DRAWING(S) DOWEL(S) NEW NUMBER ACH LEVATION NOT TO SCALE ON CENTER O.C. OPNG P/C PCS PLY PPC PRC P.S.F. P.S.I. P.T. ELEVATOR
ELECTRICAL METALLIC TUBING
EDGE NAIL
ENGINEER OPENING
PRECAST CONCRETE
PERSONAL COMMUNICATION SERVICES
PLYWOOD
POWER PROTECTION CABINET

PRIMARY RADIO CABINET

PRESSURE TREATED

POUNDS PER SQUARE FOOT

POUNDS PER SQUARE INCH



PROJECT INFORMATION:

CLV2713 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 RIVERSIDE COUNTY

DRAWN BY: CHECKED BY: JB

GENERAL REQUIREMENTS, **LEGEND & ABBREVIATIONS** 

SHEET NUMBER:

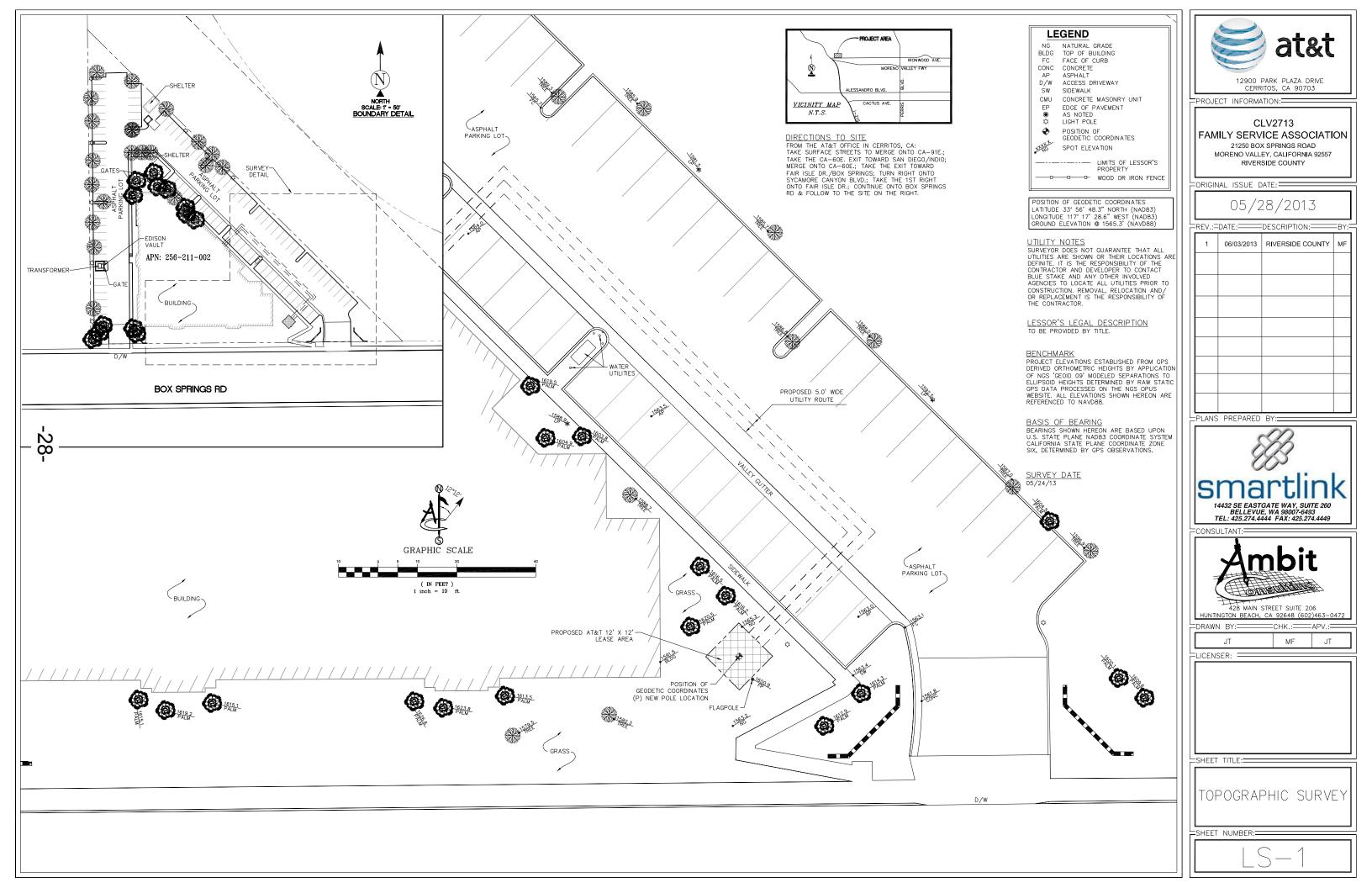
3

T-3

REV.

EXPANSION

LEGEND



NOTES:

1. SITE PLAN SHALL MEET
ALL ENGINEERING AND
NPDES REQUIREMENTS.

-29-

EXISTING \_\_\_\_\_\_ RESIDENTIALS ENISIA EXISTING SHELTER EXISTING TREES, TYP. EXISTING
— OPEN —
GRASS LOT EXISTING
— ASPHALT —
PARKING LOT EXISTING SHELTER APN: PROPOSED AT&T EQUIPMENT AREA ON FIRST LEVEL: 11'-3" X 24'-11" LEASE AREA 256-211-002 APPROXIMATELY 280 SQ. FT. TOTAL NEW AT&T POWER & TELCO ROUTE TO FOLLOW EXISTING CABLE ROUTE TO EXISTING ELECTRICAL ROOM EXISTING — ASPHALT EXISTING ELECTRICAL ROOM —
ON FIRST LEVEL (NEW AT&T
POWER AND TELCO P.O.C.) TAP
INTO EXISTING SERVICE WITH
NEW AT&T METER NEW AT&T EQUIPMENT AND ANTENNA AREA, SEE ENLARGED SITE PLAN EXISTING - 2-STORY -BUILDING (A-1.1) — EXISTING — ASPHALT — PARKING LOT NEW AT&T 12'-0" WIDE ACCESS PATH FROM RIGHT OF WAY PROPOSED AT&T 23'-0" DIA. AERIAL LEASE LINE PROPERTY LINE ± 149'-4" CENTERLINE OF POLE TO PROPERTY LINE BOX SPRINGS ROAD



at&t
Your world. Delivered

12900 PARK PLAZA DR, 3RD FLOOR CERRITOS, CA 90703

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO ATAT WIRELESS

ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T WIRELESS IS STRICTLY PROHIBITED



2 10-11-13 100% ZONING DRAWINGS
1 06-11-13 100% ZONING DRAWINGS
0 06-03-13 90% ZONING DRAWINGS

REV. DATE REVISION DESCRIPTION

PROJECT INFORMATION:

CLV2713 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 RIVERSIDE COUNTY

DRAWN BY: CHECKED BY:

XRC

SHEET TITLE:

CHECKED BY:

JB

OVERALL SITE PLAN

SHEET NUMBER:

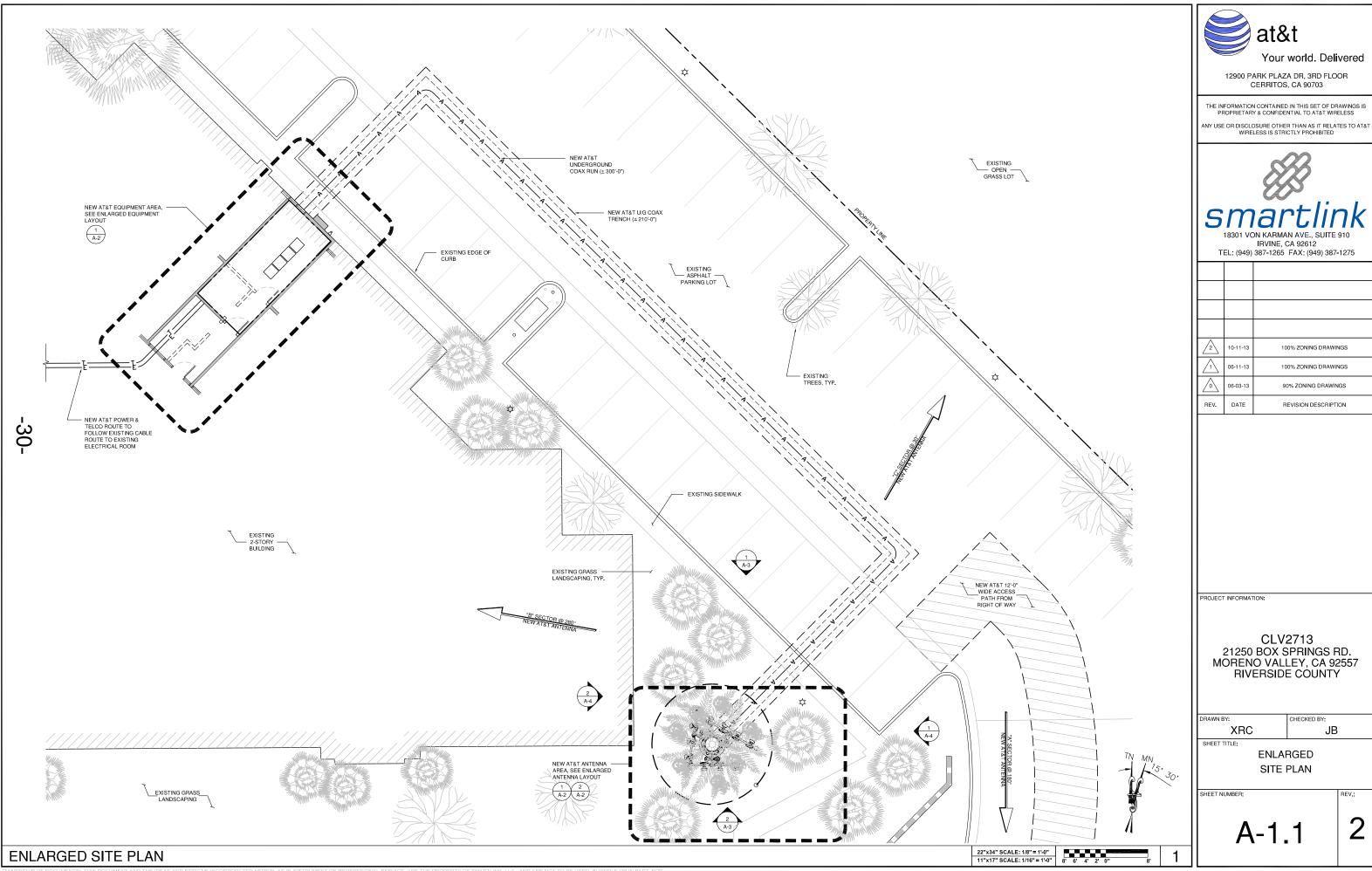
**A-1** 

2

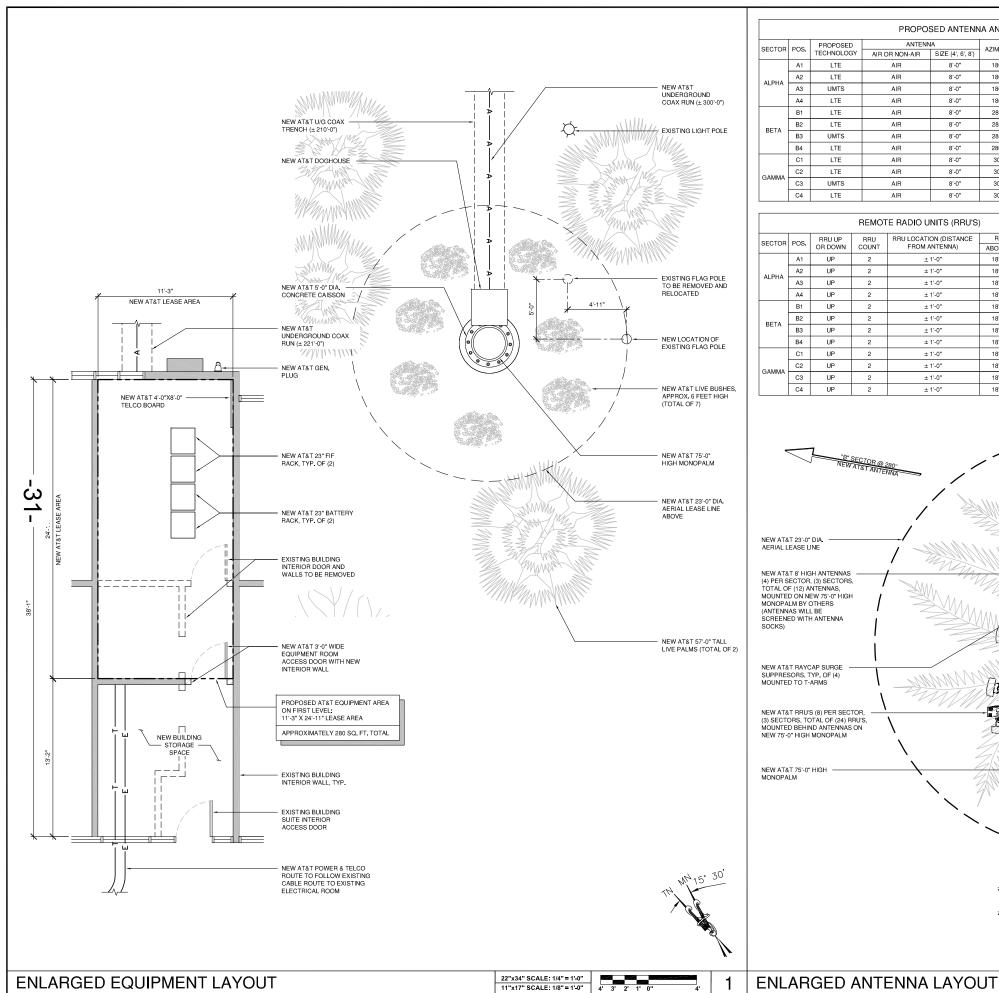
REV.:

OVERALL SITE PLAN

22"x34" SCALE: 1" = 30'-0"
11"x17" SCALE: 1" = 60'-0"
30' 15' 0" 30'



ENTS: THIS DOCUMENT AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS IN INSTRUMENT OF PROFESSIONAL SERVICE, ARE THE PROPERTY OF SMARTLINK, LLC. AND ARE NOT TO BE USED, IN WHOLE OR IN P. OUT THE WRITTEN AUTHORIZATION OF SMARTLINK, LLC. IT IS UNLAWFUL FOR ANY PERSON TO AMEND ANY ASPECT OF THESE DRAWINGS UNLESS THEY HAVE THE APPROVAL OF THE LICENSED PROFESSIONAL IN WRI



			PROPO	SED ANTENN	IA AND TE	RANSMISSIO	N CABLE REQUIREMEN	TS	
SECTOR	POS.	PROPOSED TECHNOLOGY	ANTENNA			DAD OFWEED	TRANMISSION LINES (LENGTH FT. +/-)		
			AIR OR NON-AIR	SIZE (4', 6', 8')	AZIMUTH	RAD CENTER	FEEDER / JUMPER LENGTH	FEEDER / JUMPER TYPE	DC CABLE
	A1	LTE	AIR	8'-0"	180°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
AL DUIA	A2	LTE	AIR	8'-0"	180°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
ALPHA	А3	UMTS	AIR	8'-0"	180°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
	A4	LTE	AIR	8'-0"	180°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
вета -	B1	LTE	AIR	8'-0"	280°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
	B2	LTE	AIR	8'-0"	280°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
	В3	UMTS	AIR	8'-0"	280°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
	B4	LTE	AIR	8'-0"	280°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
GAMMA	C1	LTE	AIR	8'-0"	30°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
	C2	LTE	AIR	8'-0"	30°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
	СЗ	UMTS	AIR	8'-0"	30°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)
	C4	LTE	AIR	8'-0"	30°	66'-0"	3'-0"	LDF4 (1/2")	± 300'-0" (AWG #8)

22"x34" SCALE: 3/8" = 1'-0" 11"x17" SCALE: 3/16" = 1'-0"



Your world. Delivered

12900 PARK PLAZA DR, 3RD FLOOR CERRITOS, CA 90703

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WIRELESS

ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T WIRELESS IS STRICTLY PROHIBITED



IRVINE, CA 92612 TEL: (949) 387-1265 FAX: (949) 387-1275

2 10-11-13 100% ZONING DRAWINGS

1 06-11-13 100% ZONING DRAWINGS

0 06-03-13 90% ZONING DRAWINGS

REV. DATE REVISION DESCRIPTION

PROJECT INFORMATION:

CLV2713 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 RIVERSIDE COUNTY

DRAWN BY:

XRC

SHEET TITLE:

CHECKED BY:

JB

ENLARGED EQUIPMENT PLAN

SHEET NUMBER:

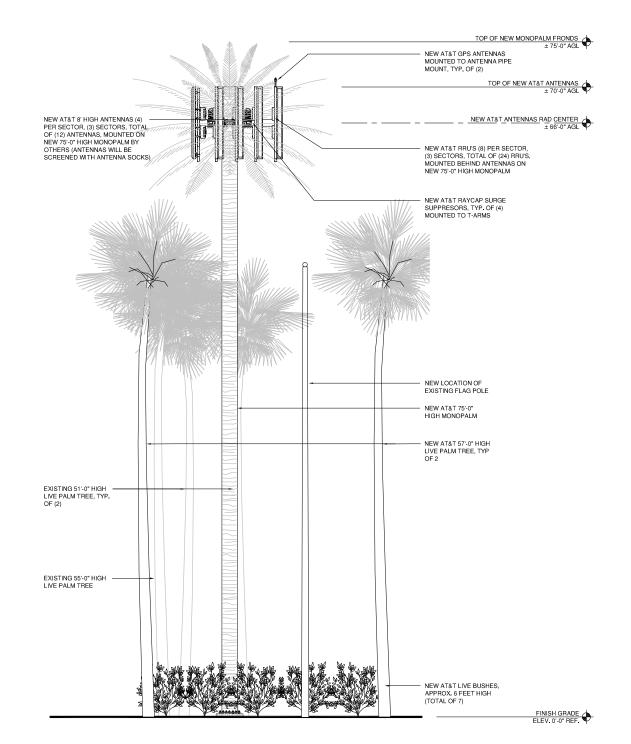
2

A-2

| 2

TOP OF NEW MONOPALM FRONDS ± 75'-0" AGL NEW AT&T GPS ANTENNAS MOUNTED TO ANTENNA PIPE TOP OF NEW AT&T ANTENNAS ± 70'-0" AGL MOUNT, TYP. OF (2) - NEW AT&T 8' HIGH ANTENNAS (4)
PER SECTOR, (3) SECTORS, TOTAL
OF (12) ANTENNAS, MOUNTED ON
NEW 75'-0" HIGH MONOPALM BY
OTHERS (ANTENNAS WILL BE
SCREENED WITH ANTENNA SOCKS) NEW AT&T ANTENNAS RAD CENTER ± 66'-0" AGL NEW AT&T RRU'S (8) PER SECTOR, (3) SECTORS, TOTAL OF (24) RRU'S, MOUNTED BEHIND ANTENNAS ON NEW 75'-0" HIGH MONOPALM NEW AT&T RAYCAP SURGE SUPPRESORS, TYP. OF (4) MOUNTED TO T-ARMS 32-NEW LOCATION OF EXISTING FLAG POLE NEW AT&T 75'-0" -- NEW AT&T 57'-0" HIGH LIVE PALM TREE, TYP OF 2 - EXISTING 51 -0" HIGH LIVE PALM TREE, TYP OF (2) - EXISTING 55'-0" HIGH LIVE PALM TREE NEW AT&T 6'-0" HIGH WROUGHT IRON FENCE ENCLOSURE NEW AT&T LIVE BUSHES, APPROX. 6 FEET HIGH (TOTAL OF 7) FINISH GRADE ELEV. 0'-0" REF.

NOTES:
1. MONOPALM MUST INCLUDE (80) PALM FRONDS MININUM.
2. MONOPALM BARK SHALL EXTEND THROUGH THE TOP OF THE ANTENNA STRUCTURE.





12900 PARK PLAZA DR, 3RD FLOOR CERRITOS, CA 90703

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WIRELESS ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T WIRELESS IS STRICTLY PROHIBITED



IRVINE, CA 92612 TEL: (949) 387-1265 FAX: (949) 387-1275

2	10-11-13	100% ZONING DRAWINGS		
1	06-11-13	100% ZONING DRAWINGS		
0	06-03-13	90% ZONING DRAWINGS		
REV.	DATE	REVISION DESCRIPTION		
· ·				

PROJECT INFORMATION:

CLV2713 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 RIVERSIDE COUNTY

CHECKED BY: DRAWN BY: JΒ XRC SHEET TITLE:

NORTH & SOUTH **ELEVATIONS** 

REV.:

2

SHEET NUMBER:

2

**A-3** 

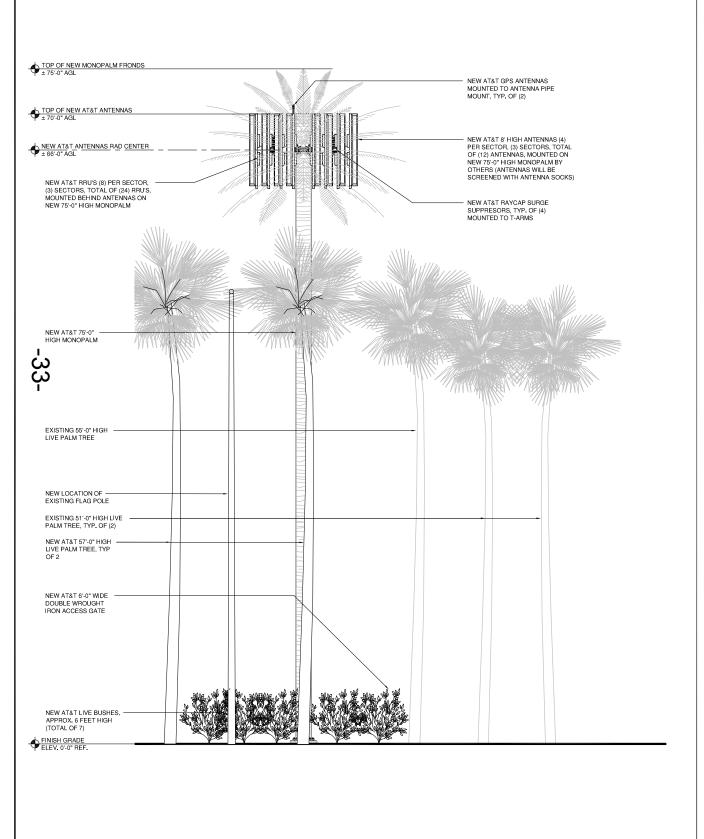
**NORTH ELEVATION** 

NOTES:
1. MONOPALM MUST INCLUDE (80) PALM FRONDS MININUM.
2. MONOPALM BARK SHALL EXTEND THROUGH THE TOP OF THE ANTENNA STRUCTURE.

22"x34" SCALE: 3/16" = 1'-0" 11"x17" SCALE: 3/32" = 1'-0" 4' 2' 0"

SOUTH ELEVATION

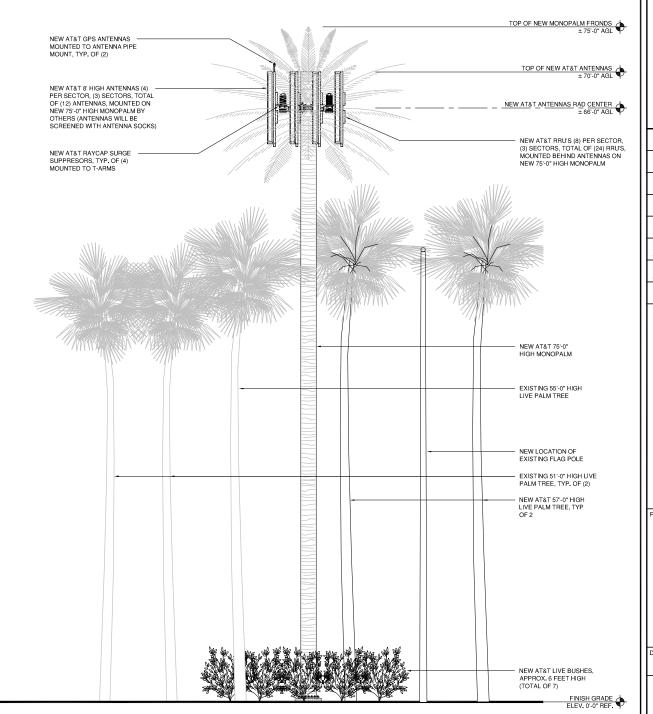
22"x34" SCALE: 3/16" = 1'-0" 11"x17" SCALE: 3/32" = 1'-0"



NOTES:
1. MONOPALM MUST INCLUDE (80) PALM FRONDS MININUM.
2. MONOPALM BARK SHALL EXTEND THROUGH THE TOP OF THE ANTENNA STRUCTURE.

**EAST ELEVATION** 

NOTES:
1. MONOPALM MUST INCLUDE (80) PALM FRONDS MININUM.
2. MONOPALM BARK SHALL EXTEND THROUGH THE TOP OF THE ANTENNA STRUCTURE.





12900 PARK PLAZA DR, 3RD FLOOR

CERRITOS, CA 90703 THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO AT&T WIRELESS

ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO AT&T WIRELESS IS STRICTLY PROHIBITED



100% ZONING DRAWINGS

100% ZONING DRAWINGS

90% ZONING DRAWINGS

REVISION DESCRIPTION

PROJECT INFORMATION:

06-03-1

DATE

CLV2713 21250 BOX SPRINGS RD. MORENO VALLEY, CA 92557 RIVERSIDE COUNTY

DRAWN BY: CHECKED BY: JΒ XRC SHEET TITLE:

EAST & WEST **ELEVATIONS** 

SHEET NUMBER:

REV.:

2

A-4 2

This page intentionally left blank.



# PLANNING COMMISSION STAFF REPORT

Case: PA13-0048 – Plot Plan

Date: December 12, 2013

Applicant: O'Reilly Automotive Stores

Representative: Esterly, Schneider & Associates Inc

Location: 23334 Sunnymead Blvd.

Proposal: A Plot Plan for to build a 6,615 SF automotive parts store by

an existing hotel and restaurant.

Recommendation: Approval

# **SUMMARY**

The applicant, O'Reilly Auto Parts, has submitted an application for the construction of a 6,615 square foot retail store on a vacant parcel at 23334 Sunnymead Blvd (APN: 292-242-007).

# PROJECT DESCRIPTION

# **Project**

The proposal is a Plot Plan for a new retail auto parts store (O'Reilly Auto Parts) to be located at 23334 Sunnymead Blvd (APN: 292-242-007).

# Site/Surrounding Area

The project site is located on Sunnymead Boulevard between Frederick Street and Graham Street with Olivewood Plaza Drive to the north. The parcel is currently vacant. Properties surrounding the project include the Comfort Inn Hotel to the north, Shakey's Pizza Restaurant to the east and Discount Tires Retail Store to the west.

The proposed site is within the Village Specific Plan (SP 204) and the Community Commercial (CC) zoning district. The neighboring parcels to the north, east and west are also zoned Community Commercial (CC). Directly to the south, across Sunnymead Boulevard, are some single-family residences in the Residential 5 (R5) zoning district.

# **Access/Parking**

The main entrance to the project will be accessed from an existing driveway off Sunnymead Boulevard. The driveway is shared by the adjacent existing commercial buildings. It will also be possible to access the project from driveways off of Olivewood Plaza Drive and Graham Street with some driving through the existing parking lots.

The proposed parking lot design of the retail building includes 29 parking spaces which meets the minimum parking requirements for a retail commercial building.

# **Design/Landscaping**

The retail building includes a two tone block building with subtle reveals and is conditioned to include decorative lighting on the three sides (south, north and east) of the building visible from the parking lot and/or street. Landscaping will be provided per the City's landscape requirements and use similar plant material to the adjacent approved projects.

The project is located within the Sunnymead Boulevard project area, which has provided enhancements to Sunnymead Boulevard. The project involved the design and reconstruction of Sunnymead Boulevard, which spans two miles from Frederick Street to Perris Boulevard. The applicant is required to replace any landscape damaged in the existing landscape areas maintained by the Moreno Valley Community Services District.

#### **Review Process**

This project was reviewed by staff at the October 8, 2013, Pre-Project Review Staff Committee (Pre-PRSC) meeting. The applicant had also submitted a Pre-Application Review in July 2013 (P13-065), which helped expedite the review process. The applicant has addressed comments from the Pre-PRSC meeting.

#### **ENVIRONMENTAL**

Planning staff has reviewed this project and determined 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), Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.

#### **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.

#### **STAFF RECOMMENDATION**

**APPROVE** Resolution No. 2013-33, recommending that the Planning Commission:

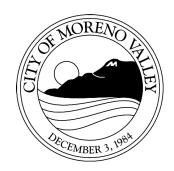
- RECOGNIZE that this item is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.; and
- 2. **APPROVE** PA13-0048 (PP) based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A of the resolution.

Prepared by: Approved by:

Claudia Manrique-Miklusek Chris Ormsby, AICP
Associate Planner Interim Planning Official

#### ATTACHMENTS:

- 1. Public Hearing Notice
- 2. Planning Commission Resolution No. 2013-33 with Conditions of Approval attached as Exhibit A.
- 3. Aerial Photograph
- 4. Zoning5. Site Plan
- 6. Conceptual Grading Plan7. Building Elevations
- 8. Conceptual Landscaping



# 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: PA13-0048 (Plot Plan)

**APPLICANT:** O'Reilly Automotive Stores

OWNER: Yoon Kyu Chang

**REPRESENTATIVE**: Esterly, Schneider & Associates Inc.

**A.P.N.:** 292-242-007

LOCATION: 23334 Sunnymead Blvd.

PROPOSAL: A Plot Plan to build a 6615 SF Automotive Parts

Store in an existing retail center

COUNCIL DISTRICT: 5

CASE PLANNER: Claudia Manrique

The project 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 Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.

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 and 7:30 a.m. to 1:30 p.m. on the second and fourth Friday of the month), 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 1

#### **PLANNING COMMISSION HEARING**

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

DATE AND TIME: December 12, 2013 at 7 PM

**CONTACT PLANNER:** Claudia Manrique

**PHONE:** (951) 413-3225

This page intentionally left blank.

#### PLANNING COMMISSION RESOLUTION NO. 2013-33

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING PA13-0048 (PLOT PLAN) FOR THE CONSTRUCTION OF A 6,615 SQUARE FOOT RETAIL BUILDING LOCATED AT 23334 SUNNYMEAD BLVD (APN: 292-242-007).

**WHEREAS,** O'Reilly Auto Parts has filed an application for the approval of PA13-0048(Plot Plan) for a retail building as described in the title of this Resolution; and

**WHEREAS,** on December 12, 2013 the Planning Commission of the City of Moreno Valley held a meeting to consider the application; and

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

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 December 12, 2013, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
    - Conformance with General Plan Policies The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The proposed retail building is consistent with the General Plan, the Village Specific Plan (SP 204) and the Community Commercial (CC) zone. As designed and conditioned, the proposed project will be consistent and does not conflict with the goals, objectives, policies and programs of the General Plan.

#### **ATTACHMENT 2**

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

**FACT:** The proposed project will be located within the Community Commercial (CC) zone. The primary purpose of the community commercial (CC) district is to provide for the general shopping needs of area residents and workers with a variety of business, retail, personal and related or similar services. As proposed, the project complies with all applicable zoning and Municipal Code requirements.

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 project is a small-scale retail building on an infill site in an urban setting. The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity. The project would be exempt from the requirements of the California Environmental Quality Act (CEQA) Guidelines as provided for in Section 15332 (In-Fill Development Projects)..

As designed and conditioned, the project will not be detrimental to public health, safety or welfare and will not result in significant environmental impacts.

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 design of the proposed retail building is in conformance with the Community Commercial zoning. As designed, the retail building will be 6,615 square feet. The retail building includes a two tone block building with subtle reveals and decorative lighting. Landscaping will be provided per the City's Landscape Requirements. The proposed use would be in conformance with the existing surrounding development and is consistent with all applicable goals, objectives, policies and programs of the General Plan and the City's Municipal Code.

#### C. FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

1. FEES

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon information provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

#### 2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approval for PA13-0048, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

#### 3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Section 66020(d) (1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it

revive challenges to any fees for which the Statute of Limitations has previously expired.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2013-33 recognizing that the project is exempt under Section 15332 of the California Environmental Quality Act, and approving PA13-0048 (Plot Plan) subject to the attached conditions of approval included as Exhibit A.

**APPROVED** this 12<sup>th</sup> day of December, 2013.

Attached: Conditions of Approval

	Meli Van Natta Chair, Planning Commission
ATTEST:	
Chris Ormsby, Interim Planning Official Secretary to the Planning Commission	
APPROVED AS TO FORM:	
City Attorney	_

#### CITY OF MORENO VALLEY CONDITIONS OF APPROVAL PA13-0048 PLOT PLAN 23334 SUNNYMEAD BLVD. APN: 292-242-007

APPROVAL DATE: December 12, 2013 EXPIRATION DATE: December 12, 2016

- X Planning (P), including School District (S), Post Office (PO), Building (B), Police (PD)
- X Fire Prevention Bureau (F)
- X Land Development (LD)
- X Public Works, Special Districts (SD)
- X Public Works Transportation Engineering (TE)

**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. 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 Exhibit A

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

R - Map Recordation GP - Grading Permits CO - Certificate of Occupancy or building final WP - Water Improvement Plans 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 Environmental Quality Act Ord - Ordinance DG - Design Guidelines Ldscp - Landscape Development Guidelines and Specs Res - Resolution UFC - Uniform Fire Code UBC - Uniform Building Code

SBM - Subdivision Ma \_45-

- 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)
- P3. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
- P4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
- P5. 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)
- P6. (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**

- P7. The parking lot lighting shall be maintained in good repair and shall comply with the Municipal Code lighting standards of a minimum of one (1) foot candle and a maximum of eight (8) foot candle.
- P8. One outdoor trash receptacle shall be provided.

#### **Prior to Issuance of Grading Permits**

- P9. (GP) Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
- P10. Prior to issuance of grading permits, the developer shall provide documentation on reciprocal access, parking and maintenance with adjacent parcels.
- P11. (GP) Decorative pedestrian pathways across circulation aisles/paths shall be provided throughout the development to connect commercial/industrial buildings, parking and the public right-of-way. The pathways shall be shown on the precise grading plan. (GP Objective 46.8, DG)

P12. (GP) Prior to the issuance of building permits, the site plan shall show decorative concrete pavers for all driveway ingress/egress locations of the project. (Only if existing driveways are to be repaired or replaced).

#### PRIOR TO BUILDING PERMITS

- P13. (BP) Prior to issuance of building permits, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as shown on the final working drawings. Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building(s); back-flow preventers shall be screened by landscaping. (GP Objective 43.30, DG)
- P14. (BP) Prior to issuance of building permits, screening details shall be addressed on plans for roof top equipment and trash enclosures submitted for Planning Division review and approval. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. For trash enclosures, landscaping shall be included on at least three sides. The trash enclosure, including any roofing, shall be compatible with the architecture for the building(s). (GP Objective 43.6, DG)
- P15. (BP) Prior to issuance of building permits, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it does not exceed 0.5 foot candles illumination beyond at the property line. The lighting level for all parking lots or structures shall be a minimum coverage of one foot-candle of light with a maximum of eight foot-candles. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG)
- P16. (BP) Prior to issuance of building permits, the developer or developer's successor-ininterest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fees (TUMF), Multi-species Habitat Conservation Plan (MSHCP) mitigation fees, and the City's adopted Development Impact Fees. (Ord)
- P17. (BP) Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division.

After the third plan check review for landscape plans, an additional plan check fee shall apply. The plans shall be prepared in accordance with the City's Landscape Standards and shall include:

- A. Finger and end planters with required step outs and curbing shall be provided every 12 parking stalls as well as at the terminus of each aisle.
- B. Drought tolerant landscape shall be used. Sod shall not be used.
- C. Street trees shall be provided every 40 feet on center in the right of way.
- D. On-site trees shall be planted at an equivalent of one (1) tree per thirty (30) linear feet of the perimeter of a parking lot and per thirty linear feet of a building dimension for the portions of the building visible from a parking lot or right of way. Trees may be massed for pleasing aesthetic effects.
- E. The review of all utility boxes, transformers etc. shall be coordinated to provide adequate screening from public view.
- F. Landscaping on three sides of any trash enclosure.
- P18. Prior to the issuance of building permits, the site plan shall show designated cart areas on the plan, if necessary. Said area shall not include areas designated for parking within each individual parcel. If a cart storage area is provided near the building, a low decorative block wall to screen the carts shall be provided
- P19. (BP) Prior to the issuance of building permits, the master site plan shall include landscape for trash enclosures to include landscape on three sides, while elevation plans for trash enclosures shall be provided that include decorative enhancements such as an enclosed roof and other decorative features that are consistent with the architecture of the proposed buildings on the site, subject to the approval of the Planning Division.
- P20. (BP) Prior to the issuance of building permits, the elevation plans shall be revised to include decorative lighting sconces on all sides of the buildings facing the parking lot, or public right of way to provide up-lighting and shadowing on the structures. Include drawings of the sconce details for each building within the elevation plans.
- P21. (BP) Prior to the approval of building permits for individual parcels, provide proof of reciprocal parking and access easements where required.

#### PRIOR TO CERTIFICATE OF OCCUPANCY

- P22. (CO) Prior to issuance of Certificates of Occupancy or building final, the required landscaping and irrigation shall be installed. (DC 9.03.040)
- P23. (CO) Prior to issuance of Certificate of Occupancy or building final, compliance with Ordinance 838 regarding the Containment of Shopping Carts shall be completed and on file with the Community & Economic Development Department Code Compliance.

#### **Building and 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 <u>Building and Safety Division as a separate submittal</u>. The 2010 edition of the California Codes became effective for all permits issued after January 1, 2011.
  - COMMERCIAL, INDUSTRIAL, MULTI-FAMILY PROJECTS INCLUDING CONDOMINIUMS, TOWNHOMES, DUPLEXES AND TRIPLEX BUILDINGS REQUIRE THE FOLLOWING.
- 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.

#### **SCHOOL DISTRICT**

S1. (BP) Prior to issuance of building permits, the developer shall provide to the Community Development Director a written certification by the affected school district that either: (1) the project has complied with the fee or other exaction levied on the project by the governing board of the district, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the project.

#### **UNITED STATES POSTAL SERVICE**

PO1. (BP) Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

#### **POLICE DEPARTMENT**

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

#### **Standard Conditions**

- PD1. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard as determined by the Public Works Department. If security fencing is required, it shall remain in place until the project is completed or the above conditions no longer exist. (DC 9.08.080)
- PD2. (GP) Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the following:
  - a. The name (if applicable) and address of the development.
  - b. The developer's name, address, and a 24-hour emergency telephone number. (DC 9.08.080)
- PD3. (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)
- PD4. Addresses needs to be in plain view visible from the street and visible at night. It needs to have a backlight, so the address will reflect at night or a lighted address will be sufficient.
- PD5. All exterior doors in the rear and the front of the buildings need an address or suite number on them.
- PD6. All rear exterior doors should have an overhead low sodium light or a light comparable to the same.
- PD7. The exterior of the building should have high-pressure sodium lights and or Metal halide lights installed and strategically placed throughout the exterior of the building. The parking lots should have adequate lighting to insure a safe environment for customers and or employees.
- PD8. All landscape cover should not exceed over 3' from the ground in the parking lot.
- PD9. Bushes that are near the exterior of the building should not exceed 4' and should not be planted directly in front of the buildings or walkways.
- PD10. Trees, which exceed 20', should have a 7' visibility from the ground to the bottom half of the tree. This is so that patrons or employees can view the whole parking lot while parking their vehicles in the parking lot.
- PD11. Cash registers shall be placed near the front entrance of the store.
- PD12. Window coverings shall comply with the city ordinance.

#### 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. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering 1500 GPM for 2 hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B) . A reduction of up to 50% in fire flow was granted for the use of fire sprinklers throughout the facility. The reduction shall only apply to fire flow, hydrant spacing shall be per the fire flow requirements listed in CFC Appendix B and C.
- F3. Industrial, Commercial, Multi-family, Apartment, Condominium, Townhouse or Mobile Home Parks. A combination of on-site and off-site super fire hydrants (6" x 4" x 2 ½" x 2 ½") shall not be closer than 40 feet and more than 150 feet from any portion of the building as measured along approved emergency vehicular travel ways. The required fire flow shall be available from any adjacent fire hydrant(s) in the system. Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, super or enhanced fire hydrants as determined by the fire code official shall be provided at spacing not to exceed 500 feet of frontage for transportation hazards. (CFC 507.5.7 & MVMC 8.36.060 Section K)
- F4. 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)
- F5. Prior to construction and issuance of building permits, all locations where structures are to be built shall have an approved Fire Department emergency vehicular access

road (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4 and MVMC 8.36.050 Section A)

- F6. Prior to construction and issuance of Building Permits, fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) or thirty (30) feet as approved by the Fire Prevention Bureau and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
- F7. Prior to construction, all roads, driveways and private roads shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
- F8. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.3)
- F9. Prior to issuance of Building Permits, the applicant/developer shall participate in the Fire Impact Mitigation Program. (Fee Resolution as adopted by City Council)
- F10. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall:
  - a) Be signed by a registered civil engineer or a certified fire protection engineer;
  - b) Contain a Fire Prevention Bureau approval signature block; and
  - c) Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau.

After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507.5)

F11. 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)

- F12. 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)
- F13. 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)
- F14. 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)
- F15. 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. 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)
- F16. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall be responsible for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from both the County of Riverside Community Health Agency Department of Environmental Health and the Fire Prevention Bureau. (CFC 105)
- F17. 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)

- F18. 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.
- F19. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
- F20. Prior to construction, "private" driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. Driveway grades shall not exceed 12 percent. (CFC 503 and MVMC 8.36.060)
- F21. 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.
- F22. 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.
- F23. 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)

- F24. Prior to issuance of Certificate of Occupancy, permits are required to store, dispense, use or handle hazardous material. Each application for a permit shall include a hazardous materials management plan (HMMP). The location of the HMMP shall be posted adjacent to (other) permits when an HMMP is provided. The HMMP shall include a facility site plan designating the following:
  - a) Storage and use areas;
  - b) Maximum amount of each material stored or used in each area;
  - c) Range of container sizes;
  - d) Locations of emergency isolation and mitigation valves and devises;
  - e) Product conveying piping containing liquids or gases, other than utilityowned fuel gas lines and low-pressure fuel gas lines;
  - f) On and off positions of valves for valves which are of the self-indicating type;
  - g) Storage plan showing the intended storage arrangement, including the location and dimensions of aisles. The plans shall be legible and approximately to scale. Separate distribution systems are allowed to be shown on separate pages; and
  - h) Site plan showing all adjacent/neighboring structures and use.

NOTE: Each application for a permit shall include a hazardous materials inventory statement (HMIS).

- F25. Before a Hazardous Materials permit is issued, the Fire Chief shall inspect and approve the receptacles, vehicles, buildings, devices, premises, storage spaces or areas to be used. In instances where laws or regulations are enforceable by departments other than the Fire Prevention Bureau, joint approval shall be obtained from all departments concerned. (CFC Chapter 27)
- F26. 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)
- F27. 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)

- F28. 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)
- F29. 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)
- F30. 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)
- F31. Emergency and Fire Protection Plans shall be provided when required by the Fire Prevention Bureau. (CFC Section 105)
- F32. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.

#### FINANCIAL & MANAGEMENT SERVICES DEPARTMENT

#### **Special Districts Division**

Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering. All other conditions are standard to all or most development projects.

#### **Acknowledgement of Conditions**

The following items are Special Districts' Conditions of Approval for project **PA13-0048**; this project shall be completed at no cost to any Government Agency. All questions regarding Special Districts' Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Special Districts Division of the Financial & Management Services Department 951.413.3480 or by emailing <a href="mailto:specialdistricts@moval.org">specialdistricts@moval.org</a>.

#### **General Conditions**

- SD-1 The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services Districts Zones A (Parks & Community Services), C (Arterial Street Lighting), and Zone S (Sunnymead Boulevard Maintenance). All assessable parcels therein shall be subject to annual parcel taxes for Zone A and Zone C and the annual parcel charge for Zone S for operations and capital improvements.
- SD-2 Any damage to existing landscape areas maintained by the Moreno Valley Community Services District due to project construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the Moreno Valley Community Services District.
- SD-3 The removal of existing trees with a four-inch or greater trunk diameters (calipers), shall be replaced at a three to one ratio, with minimum twenty-four (24) inch box size trees of the same species, or a minimum thirty-six (36) inch box for a one to one replacement, where approved. (MC 9.17.030)
- SD-4 The ongoing maintenance of any landscaping required to be installed behind the curb on **Sunnymead Blvd.** shall be the responsibility of the property owner, excluding existing palm trees located in the tree wells.
- SD-5 Street light Authorization forms, for all street lights that are conditioned to be installed as part of this project, must be submitted to the Special Districts Division for approval, prior to street light installation. The Street light Authorization form can be obtained from the utility company providing electric

service to the project, either Moreno Valley Utility or Southern California Edison.

#### **Prior to Building Permit Issuance**

- SD-6 (BP) This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for **Public Safety** services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the developer shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district that may already be established. The Developer must notify Special Districts of intent to request building permits 90 days prior to their issuance. (California Government Code)
- SD-7 Commercial (BP) If Land Development, a Division of the Public Works Department, requires this project to supply a funding source necessary to provide, but not limited to, stormwater utilities services for the monitoring of on site facilities and performing annual inspections of the affected areas to ensure compliance with state mandated stormwater regulations, the developer must notify Special Districts 90 days prior to the City's issuance of a building permit and the financial option selected to fund the continued maintenance. (California Government Code)
- SD-8 (BP) Prior to the issuance of the first building permit for this project, the developer shall pay Advanced Energy fees for all applicable Zone B (Residential Street Lighting) and/or Zone C (Arterial Street Lighting and Intersection Lighting) street lights required for this development. Payment shall be made to the City of Moreno Valley, as collected by the Land Development Division, based upon the Advanced Energy fee rate in place at the time of payment, as set forth in the current Listing of City Fees, Charges and Rates, as adopted by City Council.

The developer shall provide a receipt to the Special Districts Division showing that the Advanced Energy fees have been paid in full for the number of street lights to be accepted into the CSD Zone B and/or Zone C programs. Any change in the project which may increase the number of street lights to be installed will require payment of additional Advanced Energy fees at the then current fee.

SD-9 (BP) Prior to release of building permit, the developer, or the developer's successors or assignees, shall record with the County Recorder's Office a **Covenant of Assessments** for each assessable parcel therein, whereby the developer covenants the existence of the Moreno Valley Community Services District, its established benefit zones, and that said parcel(s) is (are) liable for payment of annual benefit zone charges and the appropriate National Pollutant Discharge Elimination System (NPDES) maximum regulatory rate schedule when due. A copy of the recorded Covenant of Assessments shall be submitted to the Special Districts Division. For a copy of the Covenant of Assessments form, please contact Special Districts, phone 951.413.3480.

#### <u>Transportation Engineering Division – Conditions of Approval</u>

Based on the information contained in our standard review process we recommend the following conditions of approval be placed on this project:

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

#### **General Conditions**

- TE1. Sunnymead Boulevard is classified as an Arterial per City Standard Plan No. 129A. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility.
- TE2. Driveways shall conform to Section 9.11.080, and Table 9.11.080-14 of the City's Development Code Design Guidelines and City of Moreno Valley Standard No. 118C for commercial driveway approach.
- TE3. Conditions of approval may be modified if project is altered from any approved plans.

#### PRIOR TO IMPROVEMENT PLAN APPROVAL OR CONSTRUCTION PERMIT

- TE4. Prior to the final approval of the street improvement plans (if necessary), a signing and striping plan shall be prepared per City of Moreno Valley Standard Plans Section 4 for all streets.
- TE5. Prior to issuance of a construction permit, construction traffic control plans prepared by a qualified, registered Civil or Traffic engineer may be required for plan approval or as required by the City Traffic Engineer.
- TE6. Prior to final approval of the street improvement/landscape plans, the project plans shall demonstrate that sight distance at the proposed driveway conforms to City Standard Plan No. 125A, B, C.

#### PRIOR TO CERTIFICATE OF OCCUPANCY OR BUILDING FINAL

TE7. (CO) Prior to issuance of a Certificate of Occupancy, all signing and striping shall be installed per current City Standards and the approved plans to the satisfaction of the City Traffic Engineer.

# CITY OF MORENO VALLEY PUBLIC WORKS DEPARTMENT - LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL PA13-0048 - O'Reilly Auto Parts APN 292-242-007

**Note:** All Special Conditions are in **Bold** lettering and follow the standard conditions.

#### PUBLIC WORKS DEPARTMENT - LAND DEVELOPMENT DIVISION

The following are the Public Works Department – Land Development Division Conditions of Approval for this project and shall be completed at no cost to any government agency. All questions regarding the intent of the following conditions shall be referred to the Public Works Department – Land Development Division.

#### **General Conditions**

- LD1. (G) The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC).
- LD2. If the project does not involve the subdivision of land and it is necessary to dedicate right-of-way/easements, the developer shall make the appropriate offer of dedication by separate instrument. The City Engineer may require the construction of necessary utilities, streets or other improvements beyond the project boundary, if the improvements are needed for circulation, parking, access, or for the welfare or safety of the public.
- LD3. (G) It is understood that the plot plan correctly shows all existing easements, traveled ways, and drainage courses, and that their omission may require the map or plans associated with this application to be resubmitted for further consideration. (MC 9.14.040)
- LD4. (G) If improvements associated with this project are not initiated within two years of the date of approval of the Public Improvement Agreement, the City Engineer may require that the improvement cost estimate associated with the project be modified to reflect current City construction costs in effect at the time of request for an extension of time for the Public Improvement Agreement or issuance of a permit.
- LD5. (G) The developer shall monitor, supervise and control all construction and construction supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:

- (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
- (b) Observance of working hours as stipulated on permits issued by the Public Works Department.
- (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
- (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements shall be adhered to during the grading operations.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

- LD6. (G) A detailed drainage study shall be submitted to the City Engineer for review and approval at the time of any improvement or grading plan submittal. The study shall be prepared by a registered civil engineer and shall include existing and proposed hydrologic conditions. Hydraulic calculations are required for all drainage control devices and storm drain lines. (MC 9.14.110). Prior to approval of the related improvement or grading plans, the developer shall submit the approved drainage study, on compact disk, in (.pdf) digital format to the Land Development Division of the Public Works Department.
- LD7. (G) The final conditions of approval issued by the Planning Division subsequent to Planning Commission approval shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plan sets on twenty-four (24) inch by thirty-six (36) inch mylar and submitted with the plans for plan check. These conditions of approval shall become part of these plan sets and the approved plans shall be available in the field during grading and construction.

#### Prior to Grading Plan Approval or Grading Permit

LD8. (GPA) Prior to approval of the grading plans, plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.

- LD9. (GPA) Prior to approval of grading plans, the developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:
  - a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.
  - b. Any grading that creates cut or fill slopes adjacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.
  - c. A grading permit shall be obtained from the Public Works Department Land Development Division prior to commencement of any grading outside of the City maintained road right-of-way.
  - d. All improvement plans are substantially complete and appropriate clearance and at-risk letters are provided to the City. (MC 9.14.030)
  - e. The developer shall submit a soils and geologic report to the Public Works Department Land Development Division. The report shall address the soil's stability and geological conditions of the site.
- LD10. (GPA) Prior to the approval of the grading plans, the developer shall pay applicable remaining grading plan check fees.
- LD11. (GP) Prior to issuance of a grading permit, if the fee has not already been paid prior to map approval or prior to issuance of a building permit if a grading permit is not required, the developer shall pay Area Drainage Plan (ADP) fees. The developer shall provide a receipt to the City showing that ADP fees have been paid to Riverside County Flood Control and Water Conservation District. (MC 9.14.100)
- LD12. (GP) Prior to issuance of a grading permit, security, in the form of a cash deposit (preferable), letter of credit, or performance bond shall be required to be submitted as a guarantee of the completion of the grading required as a condition of approval of the project.
- LD13. (GP) Prior to issuance of a grading permit, the developer shall pay the applicable grading inspection fees.

#### Prior to Construction Permit

- LD14. (CP) Prior to approval of the precise grading plans, the developer shall submit clearances from all applicable agencies, and pay all outstanding plan check fees. (MC 9.14.210)
- LD15. (CP) Prior to approval of the precise grading plans, the plans shall indicate any restrictions on trench repair pavement cuts to reflect the City's moratorium on disturbing newly-constructed pavement less than three years old and recently slurry sealed streets less than one year old. Pavement cuts for trench repairs may be allowed for emergency repairs or as specifically approved in writing by the City Engineer.
- LD16. (CP) Prior to approval of the precise grading plans, the developer shall pothole to determine the exact location of existing underground utilities. The improvement plans shall be designed based on the pothole field investigation results. The developer shall coordinate with all affected utility companies and bear all costs of utility relocations.
- LD17. (CP) Prior to approval of the precise grading plans, all dry and wet utility crossings shall be potholed to determine actual elevations. Any conflicting utilities shall be identified and addressed on the plans. The pothole survey data shall be submitted with the street improvement plans for reference purposes.
- LD18. (CP) Prior to approval of the precise grading plans, the developer is required to bring any existing access ramps adjacent to and fronting the project to current ADA (Americans with Disabilities Act) requirements. However, when work is required in an intersection that involves or impacts existing access ramps, those access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless approved otherwise by the City Engineer.
- LD19. (CP) All work performed within the City right-of-way requires a construction permit. As determined by the City Engineer, security may be required for work within the right-of-way. Security shall be in the form of a cash deposit or other approved means. The City Engineer may require the execution of a public improvement agreement as a condition of the issuance of the construction permit. All inspection fees shall be paid prior to issuance of construction permit. (MC 9.14.100)

#### Prior to Building Permit

LD20. (BP) Prior to issuance of building permits for non-subdivision projects, all street dedications shall be irrevocably offered to the public and shall continue in force until

the City accepts or abandons such offers, unless otherwise approved by the City Engineer. All dedications shall be free of all encumbrances as approved by the City Engineer.

LD21. (BP) Prior to issuance of a building permit, all pads shall meet pad elevations per approved plans as noted by the setting of "Blue-top" markers installed by a registered land surveyor or licensed engineer.

#### Prior to Certificate of Occupancy

- LD22. (CO) Prior to issuance of the last certificate of occupancy or building final, the developer shall pay all outstanding fees.
- LD23. (CO) Prior to issuance of a certificate of occupancy, this project is subject to requirements under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (NPDES) as mandated by the Federal Clean Water Act. In compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate Schedule that is in place at the time of certificate of occupancy issuance. Following are the requirements:
  - a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required continuous operation, maintenance, monitoring system evaluations and enhancements, remediation and/or replacement, all in accordance with Resolution No. 2002-46.
    - Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or
    - ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule.
  - b. Notify the Special Districts Division of the intent to request building permits 90 days prior to their issuance and the financial option selected. The financial option selected shall be in place prior to the issuance of certificate of occupancy. (California Government Code & Municipal Code)
- LD24. (CO) The City of Moreno Valley has an adopted Development Impact Fee (DIF) nexus study. All projects unless otherwise exempted shall be subject to the payment of the DIF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.

- LD25. (CO) The City of Moreno Valley has an adopted area wide Transportation Uniform Mitigation Fee (TUMF). All projects unless otherwise exempted shall be subject to the payment of the TUMF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD26. (CO) Prior to issuance of a certificate of occupancy or building final, the developer shall construct all public improvements in conformance with applicable City standards, except as noted in the Special Conditions, including but not limited to the following applicable improvements:
  - a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandrel, sidewalks, drive approaches, pedestrian ramps, street lights, signing, striping, under sidewalk drains, landscaping and irrigation, medians, redwood header boards, pavement tapers/transitions and traffic control devices as appropriate.
  - b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, open channels, catch basins and local depressions.
  - c. City-owned utilities.
  - d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
  - e. Under grounding of existing and proposed utility lines less than 115,000 volts.
  - f. Relocation of overhead electrical utility lines including, but not limited to: electrical, cable and telephone.
- LD27. (CO) Prior to issuance of a certificate of occupancy or building final, all existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Moreno Valley ordinances. (MC 9.14.130)

#### **SPECIAL CONDITIONS**

- LD28. Prior to precise grading plan approval, the grading plans shall show any proposed trash enclosure as dual bin; one bin for trash and one bin for recyclables. The trash enclosure shall be per City Standard Plan 627.
- LD29. Prior to precise grading plan approval, the grading plans shall clearly show that the parking lot conforms to City standards. The parking lot shall be 5%

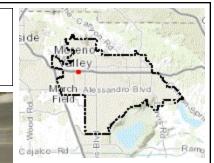
maximum, 1% minimum, 2% maximum at or near any disabled parking stall and travel way. Ramps, curb openings and travel paths shall all conform to current ADA standards as outlined in Department of Justice's "ADA Standards for Accessible Design", Excerpt from 28 CFR Part 36. (www.usdoj.gov) and as approved by the City's Building and Safety Division.

- LD30. Prior to precise grading plan approval, the plans shall show that the designer has made a good faith effort to incorporate, to the greatest extent feasible, implementation of water quality treatment. This may be accomplished via site design, source control and/or treatment control Best Management Practices (BMPs). These water quality BMPs might include but not be limited to, directing the roof drains to a landscaped area instead of directly to the concrete drive or parking lot, including grass swales, utilization of porous pavement, providing additional trash cans, etc.
- LD31. The following project engineering design plans (24"x36" sheet size) shall be submitted for review and approval as well as additional plans deemed necessary by the City during the plan review process:
  - a. Precise Grading Plan
  - b. Final Drainage Study
  - c. As-Built Plans of all the "plans" listed above.
- LD32. Pavement core samples of existing pavement may be taken and findings submitted to the City for review and consideration of pavement improvements. The City will determine the adequacy of the existing pavement structural section. If the existing pavement structural section is found to be adequate, the developer may still be required to perform a one-tenth inch grind and overlay or slurry seal depending on the severity of existing pavement cracking, as required by the City Engineer. If the existing pavement section is found to be inadequate, the Developer shall replace the pavement to meet or exceed the City's pavement structural section standard.
- LD33. Prior to building permit issuance, the applicant shall schedule a walk through with a Public Works Inspector to inspect existing improvements within public right-of-way along project frontage. The applicant will be required to install, replace and/or repair any missing, damaged or substandard improvements including handicap access ramps that do not meet current City standards. The applicant shall post security to cover the cost of the repairs and complete the repairs within the time allowed in the public improvement agreement used to secure the improvements.



23301

## **PA13-0048 - Plot Plan** (O'Reilly Auto Parts)





Parcels



#### **Notes**

Address is 23334 Sunnymead Blvd.

**ATTACHMENT 3** 

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Print Date: 10/22/2013

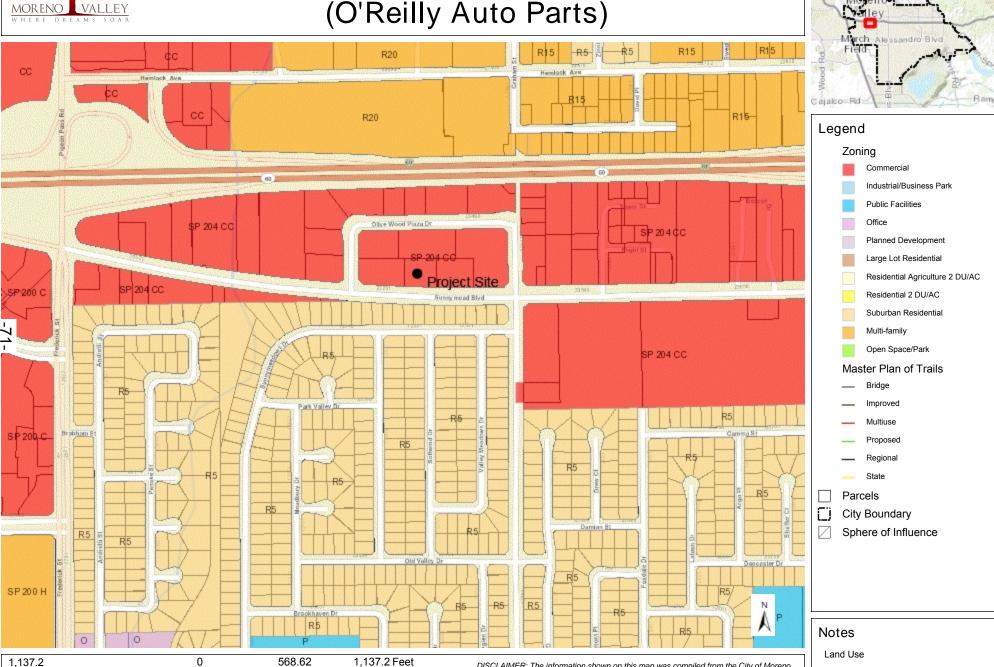
for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

This page intentionally left blank.



WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

# PA13-0048 - Plot Plan (O'Reilly Auto Parts)



Print Date: 12/4/2013

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County 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.

ATTACHMENT 4

This page intentionally left blank.

#### SITE DATA:

GROSS SITE AREA: 40,080 S.F.
NET SITE AREA: 30,775 S.F.
BUILDING AREA: 6,615 S.F.

OPEN SPACE: 78.5% LANDSCAPING 8.3% 81.9% LOT COVERAGE:

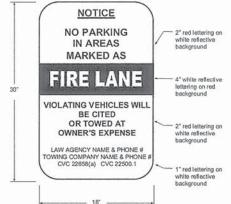
#### **LEGAL DESCRIPTION:**

COMMENCING AT A FOUND REBAR WITH A BRASS CAP STAMPED "LS 4343", MARKING COMMENCING AT A FOUND REBAR WITH A BRASS CAP STAMPED "LS 4343", MARKING THE INTERSECTION OF THE CENTERLINES OF SUNNYMEAD BOULEVARD AND GRAHAM STREET; THENCE ALONG SAID CENTERLINE OF SUNNYMEAD BOULEVARD SOUTH 88"52"25" WEST 77.92 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY, HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY ALONG SAID CURVE AND SAID CENTERLINE OF SUNNYMEAD BOULEVARD, THROUGH A CENTRAL ANGLE OF 02"12"59" AND AN ARC DISTANCE OF 386.86 FEET; THENCE LEAVING SAID CENTER LINE NORTH 00"20"34" WEST 50.02 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 19, BEING A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID BLINDYWER AD ROUL EVARD, SAID POINT FIRENG A POINT ON A 9690 00 LINE OF SAID SUNNYMEAD BOULEVARD, SAID POINT BEING A POINT ON A 9950.00 FOOT RADIUS CURVE, CONCAVE NORTHERLY (THE RADIUS POINT OF WHICH BEARS NORTH 01°06'00" EAST) AND THE POINT OF BEGINNING: THENCE WESTERLY ALONG NORTH 01"0500" EAST) AND THE POINT OF BEGINNING; THENCE WESTERLY ALONG SAID CURVE AND SAID NORTHERLY RIGHT-OF WAY LINE THROUGH AN ARC LENGTH OF 186.09 FEET AND A CENTRAL ANGLE OF 01"04"18" TO THE SOUTHWEST CORNER OF SAID PARCEL 19; THENCE ALONG THE WEST LINE OF SAID PARCEL 19 NORTH 00"20"34" WEST 103.19 FEET TO THE NORTH-WEST CORNER OF SAID PARCEL 19; THENCE ALONG THE NORTH-LINE OF SAID PARCEL 19 SOUTH 80"35"25" EAST 185.99 FEET TO THE NORTH-LINE OF SAID PARCEL 19; THENCE ALONG THE EAST LINE OF SAID PARCEL 19 SOUTH 00"20"34" EAST 167.17 FEET TO THE POINT OF

CONTAINS 30 775 SQUARE FEET, OR 0 707 ACRE, MORE OR LESS

NOTE: STALLS SHALL BE LABELED IN COMPLIANCE WITH 2010 CGBSC 5 106 5.2.1.

Specifications for Fire Lane Entrance Signs
To be used only at vehicle entry points
t contain "Fire Lane—No Parking" signs or red curbs



All sign and lettering dimensions arrown are minimums.
This sign shall be posted at all whicle entrances to areas marked with either red curbs or fire lane "No Parking" signs.

Signs shall be securely mounted facing the direction of travel and dearly visible to oncoming traffic entering the designated area. Signs shall be made of durable material and installed per Attachment 13.

Towing company contact information is required for all properties with a standing written agreement for services with a towing company per the California Vehicle Code.

FIRE LANE SIGNAGE C2 SCALE: N.T.S.

#### **KEY NOTES:**

THIS ENTIRE SHEET HAS CHANGED.

DATE: 10-29-201

DATE: 08-23-2013

(1) CONCRETE PAVING (10,937 SFT): REFER TO DETAIL 1/C3.

ALTERNATE #1 ASPHALT PAVING REFER TO DETAIL 2/C3. REFER TO PROJECT MANUAL.

- 2 CONCRETE PAVING (304 SFT): REFER TO DETAIL 1a/C3.
- (3) CONCRETE CURB (237 LINEAL FEET):
- CONCRETE SIDEWALK (2,334 SFT):
   REFER TO DETAIL 4/C3.
- (5) NOT USED
- (6) STEEL BOLLARD: STEEL BOLLAND:
  REFER TO DETAIL 6/C3, PROVIDE (2) AT OVERHEAD DOOR, PROVIDE (8) AT SIDEWALK.
  REFER TO STRUCTURAL PLAN FOR LOCATION.
- 7 HANDICAP PARKING SIGN (2 TOTAL): REFER TO DETAIL 7/C3.
- (8) NOT USED
- (9) HANDICAP PARKING SYMBOL (2 TOTAL): REFER TO DETAIL 5/C3.
- (10) HANDICAP ACCESS UNLOADING ZONE (1 TOTAL): HANDICAP ACCESS UNCLOADING ZONE († 101AL): SLOPE 2% MAX. EACH WAY (ADA COMPLIANT) THE LOADING AND UNLOADING ACCESS AISLE SHALL BE MARKED BY A BORDER PAINTED BLUE. HATCHED LINES A MAXIMUM OF 36° O.C. SHALL BE PAINTED BLUE WITHIN THE BLUE BORDER. THE WORDS "NO PARKING" SHALL BE PAINTED ON THE GROUND WITH LETTERS NO LESS THAN 12" IN HEIGHT.
- (11) 6'-0" TALL MASONRY ENCLOSURE WITH METAL GATE AND ROOF (1 TOTAL). REFER TO CITY STANDARDS 627B-F, DETAILS 11/C3, 12/C3 AND 14/C3, AND STRUCTURAL.
- (12) NOT USED
- (13) CONCRETE BUMPER BLOCK (2 TOTAL): 8"w x 5"h x 3"-0" LONG CONCRETE. ANCHOR TO PAVING WITH ( 2 ) 1"-6" LONG #4 REBAR (TO SIT LEVEL WITH PAVING).
- (14) PARKING LOT LIGHTING (2 TOTAL): REFER TO SITE UTILITIES PLAN FOR LOCATION AND TYPE.
- (15) LIMITS OF NEW PAVING (N/A): MATCH EXISTING PER CITY AND OR STATE STANDARDS.
- (16) ROLL DOWN CURB (1 TOTAL):
- TERMINATE AND ROLL DOWN NEW CURB WHERE INDICATED. ROLL DOWN AT 1:2.
- (17) CONCRETE CURB (183 LINEAL FEET): NEW CONCRETE CURB TO MATCH EXISTING ADJACENT CURB. SEE SHEET C1 FOR CURB HEIGHT INFORMATION.
- (18) STRIPING (607 LINEAL FEET; 20 STALLS): PROVIDE 4\* WIDE PARKING LOT STRIPING AS SHOWN, USE HIGHWAY MARKING PAINT-YELLOW (2 COATS)
- (19) CURB CUT (7 TOTAL): 2-0" CURB OPENING, REFER TO SHEET C1.
- (20) EXISTING SIGN LOCATION (1 TOTAL): NEW FACE SIGN FURNISHED AND INSTALLED BY OWNER, TO BE COORDINATED WITH EXISTING SIGNAGE.
- (21) NOT USED
- (22) CONCRETE SIDEWALK (355 SFT):
  TO BE INSTALLED PER CITY AND OR STATE STANDARDS (TO MATCH EXISTING SIDEWALK).
- (23) CLEAN AIR VEHICLE PARKING SPACE (3 TOTAL):
  PAINT TEXT ON PAVEMENT IN 24 TALL LETTERS AS SHOWN, PER THE 2010 CALIFORNIA
  GREEN BUILDING CODE. USE HIGHWAY MARKING PAINT YELLOW (2 COATS).
- (24) ACCESSIBLE TOW-AWAY SIGN (1 TOTAL): POST AT ENTRANCE TO OFF-STREET PARKING FACILITIES. REFER TO DETAIL 8/C3.
- (25) BICYCLE PARKING (1 TOTAL): EQUAL TO COLUMBIA CASCADE 2170-3-C. POWDER COATED COLOR TO BE EVERGREEN.
- (26) DOWNSPOUT LOCATIONS (3 TOTAL): REFER TO SHEETS C1 AND A3 FOR MORE INFORMATION.
- (27) 1'-0" WIDE CONCRETE BAND WHERE ADJACENT TO PARKING AREAS (89 SFT).
- (28) KNOX-BOX PER CITY OF MORENO VALLEY FIRE DEPARTMENT REQUIREMENTS (1 TOTAL). INSTALL PER MANUFACTURER'S REQUIREMENTS, VERIFY EXACT LOCATION WITH LOCAL FIRE MARSHALL.
- (29) INSTALL TRUNCATED DOMES AT EDGE OF SIDEWALK (24 SFT). REFER TO DETAIL 13/C3.
- 30 LANDSCAPE CURB (215 LINEAL FT):
- REFER TO DETAIL 7/C1 FOR MORE INFORMATION.
- (31) PAINT RED STRIPING ALONG CURB AS INDICATED BY -(90 LINEAL FEET) CONTACT THE CITY FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS
- (32) FIRE LANE SIGNAGE (2 TOTAL), REFER TO DETAIL 2/C2. CONTACT FIRE DEPARTMENT FOR MORE INFORMATION AND REQUIREMENTS. CONFIRM SIGN LOCATION AND VISIBILITY WITH PLANTINGS.

**ATTACHMENT 5** 

PA.13-0048 WDID NO: N/A WQMP NO: N/A

CITY OF MORENO VALLEY

VERTICAL DATUM: FOR THIS PROJECT IS NAVDB8 AS BASED
JPON RIVERSIDE COUNTY
BENCHMARK NO. M-59, AND
JAVING A PUBLISHED ELEVATION

F 1641.16 FEET. HTE BENCHMARK LOCATION/

WEST BOLT ON FIRE HYDRANT AT

EVATION DETERMINED BY GPS

THE CENTER LINE OF OLIVE WOOD PLAZA DRIVE AS SHOWN ON PARCEL MAP 11850, RECORDED IN BOOK 84, PG'S. 100-101, RIVERSIDE COUNTY, CALIFORNIA RECORDS.

LANNING

CITY OF MORENO VALLEY APPROVALS DATE NGINEERING DIVISION MANAGER PREM KUMAR
DEPUTY PW DIR/ASSISTANT CITY ENGINEER
R.C.E. #C52463 DATE AND DEVELOPMENT ANSPORTATION ARKS AND COMMUNITY SERVICES MARK DATE INITIAL DESCRIPTION REC. APPR DATE AHMAD R. ANSARI PUBLIC WORKS DIRECTOR/CITY ENGINEER R.C.E. #C51318 PECIAL DISTRICTS E.O.R. REVISION TORM WATER MANAGEMENT PRGM

RECORD'S SEA No. CO48401 Expires 06-30-2014

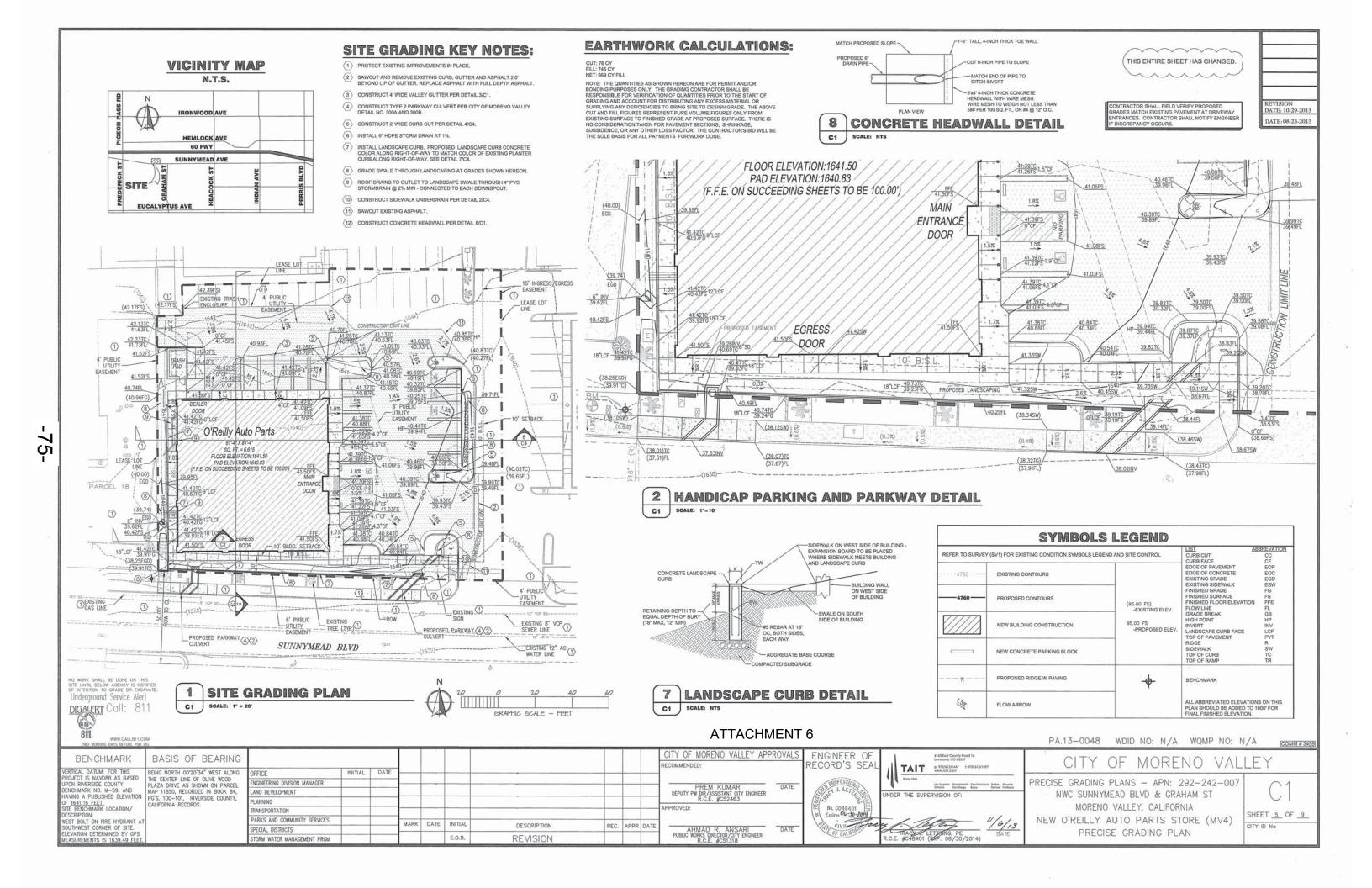


PRECISE GRADING PLANS - APN: 292-242-007 NWC SUNNYMEAD BLVD & GRAHAM ST MORENO VALLEY, CALIFORNIA NEW O'REILLY AUTO PARTS STORE (MV4) SITE DEVELOPMENT PLAN

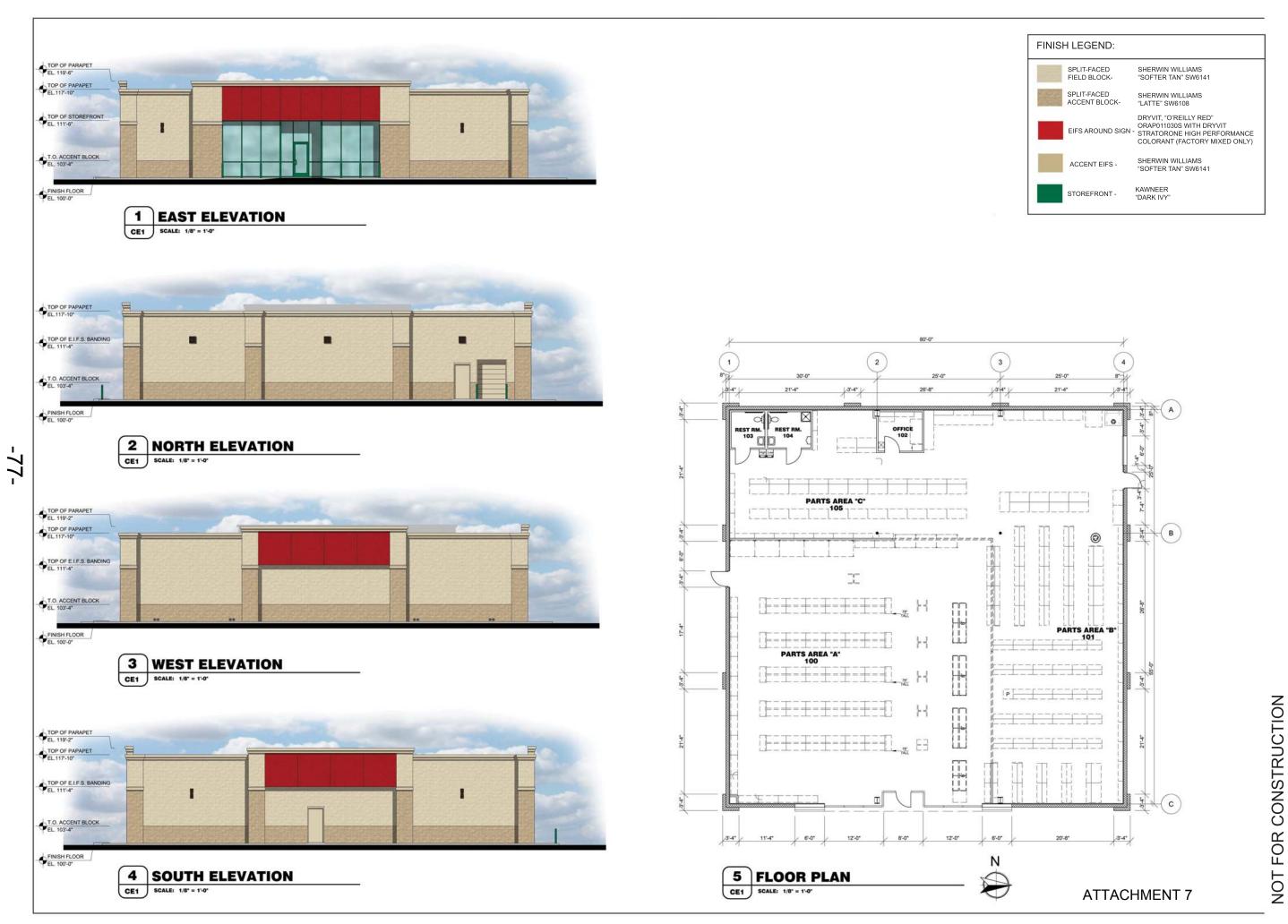
SHEET 6 OF 9

All sign and lettering dimensions shown are minimums.

This page intentionally left blank.



This page intentionally left blank.



1E R U 417.862.0558 Fax: 417.862.3265

THOMAS A. LUNDBERG
ARCHITECT
Skulle 417

F 1736 East Sunshine, Suite 417 Springlield, Missouri 65804

SUNNYMEAD BLVD. MORENO VALLEY, CA

auto parts

**PReilly** 

233 SOUTH PATT

COMM #

DATE: 4-9-13
REVISION DATE: 6-6-13

DATE: 4-9-13

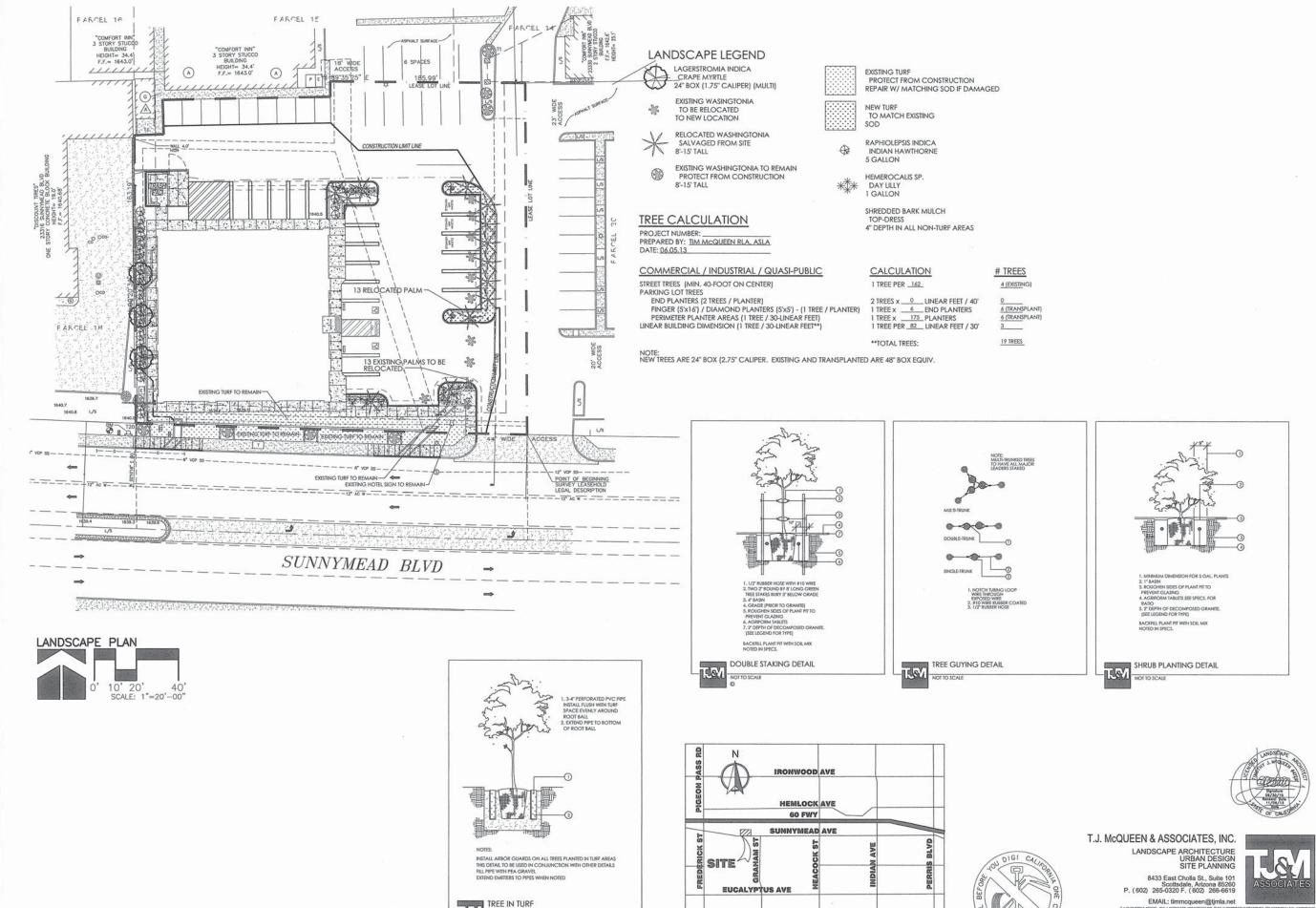
REVISION DATE: 6-6-13

10-29-13

11-7-13

CE1 of 1

This page intentionally left blank.



**ATTACHMENT 8** 

VICINITY MAP

N.T.S.

79-

Thomas A. Lundberg ARCHITECT

SUNNYMEAD BLVD. MORENO VALLEY, CA

PARTS AUTO

COMM # 3455

8-23-13 REVISION DATE: 11-6-13

LA MACHERIA A SECOL MANICONE PARATTECETE EL TRA AL EXPENSIÓN PRESENTAS ELS COMMONAMOS POPUNIOS EL COMMONAMOS PARATTECETES DE LA MACHERIA DEL MACHERI

CASE NUMBER #P13-065

L1 of 3

This page intentionally left blank.



Case:

**SUMMARY** 

Hospital.

#### PLANNING COMMISSION STAFF REPORT

ouco.	Tree corrections
Date:	December 12, 2013
Applicant:	J.G. Stouse Constructors, Inc.
Representative:	J.G. Stouse Constructors, Inc.
Location:	Near the northwest corner of Iris Avenue and Oliver Street
Proposal:	Plot Plan application PA13-0041 for development of a 12,285 square foot medical office building on a 1.52 acre portion of an 18 acre parcel located adjacent to the Moreno Valley Community Hospital at 27300 Iris Avenue.
Recommendation:	Approval

PA13-0041 - Plot Plan

Fresenius Medical Office proposes to construct a 12,285 square foot medical office building on a portion of an 18 acre parcel adjacent to the Moreno Valley Community

## Planning Commission Staff Report Page 2

#### PROJECT DESCRIPTION

#### **Project**

The Fresenius Medical Office project proposes to construct a 12,285 square foot medical office building for use as a dialysis center on a 1.52 acre portion of an 18 acre parcel located within portions of the Neighborhood Commercial and Office zones. The use includes a back-up generator located within an enclosure joined to the trash enclosure.

#### <u>Site</u>

The project site is located near the northwest corner of Iris Avenue and Oliver Street. The project site is a vacant rectangular shaped area that is mostly level with topography.

There are no rock outcroppings, hilltops or steep slopes on the project site. The site is routinely disked for weed abatement to clear it of brush and weedy vegetation.

The project site is comprised of two zones, Neighborhood Commercial (NC) and Office (O). Permitted uses within the project site are further restricted by the Medical Use Overlay District.

The proposed medical office building is a permitted use in both the NC and O zones and is consistent with the intent of the Medical Use Overlay District.

#### **Surrounding Area**

The surrounding area is zoned for commercial and office development to the west with an existing hospital located immediately to the west. The land uses to the north, east and south are largely single-family residential with existing tract homes located within the Moreno Valley Ranch Specific Plan to the east and south.

There is an existing grade school site across the street to the east. The project site is well suited for future development of commercial and office related land uses. Overall, the proposed medical office building is compatible with existing land uses and the City's General Plan.

#### Access/Parking

The project site area is approximately 500 feet north of Iris Avenue. Access to the proposed medical office building is from Iris Avenue via a private driveway that is shared with the Moreno Valley Community Hospital.

Recordation of a reciprocal access agreement for shared use of the driveway is a condition of approval for this project.

## Planning Commission Staff Report Page 3

The project as designed provides a total of 62 parking spaces which exceeds the required parking for a medical office use. The project satisfies all parking requirements of the City's Municipal Code.

#### **Design/Landscaping**

The proposed project includes a single story medical office building of 12,285 square feet with red brick and a tan cement plaster finish.

The design of the building relies on simple massing with details that include cornices over the entrances and windows and a tower feature. A horizontal band of similar trim is used to separate the brick from the cement plaster on each of the four elevations.

All walls on the site are proposed to be constructed with decorative block. Walls on the site include a segment of retaining wall along the south elevation of the building and the enclosures proposed for the generator and trash enclosure. The walls and fences for this project are conditioned to be consistent with the City's Municipal Code standards for placement, height and materials.

This project has been reviewed and the design of the proposed plot plan conforms to all development standards of the NC and O zones and the design guidelines for commercial uses as required within the City's Municipal Code.

#### **REVIEW PROCESS**

The project was reviewed by the Project Review Staff Committee (PRSC) in September 2013. Minor modifications were required to the plot plan exhibits and preliminary grading plan.

Revised plans were submitted in October 2013. Following review of the revised exhibits, a determination was made to schedule the project for a Planning Commission public hearing.

#### **ENVIRONMENTAL**

Planning staff has reviewed this project and determined 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 Class 32 Categorical Exemption, as an In-Fill Development Project, per CEQA Guidelines Section 15332.

#### **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.

## Planning Commission Staff Report Page 4

#### **REVIEW AGENCY COMMENTS**

Staff received the following responses to the Project Review Staff Committee transmittal; which was sent to all potentially affected reviewing agencies.

<u>Agency</u>	Response Date	<u>Comments</u>
Easter Municipal Water District	September 9, 2013	Request for consultation
Riverside County Flood Control	September 11, 2013	No conditions

Staff has coordinated with the responsible agencies listed above and where applicable, conditions of approval have been included to address concerns from the responding agencies.

#### STAFF RECOMMENDATION

Staff recommends that the Planning Commission **APPROVE** Resolution No. 2013-36 and thereby:

- 1. **RECOGNIZE** that the project 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 Class 32 Categorical Exemption, as an in-Fill Development Project, per CEQA Guidelines Section 15332; and
- 2. **APPROVE** PA13-0041 (Plot Plan) based on the findings contained in this resolution, and subject to the attached conditions of approval included as Exhibit A.

Prepared by: Approved by:

Jeff Bradshaw Chris Ormsby, AICP Associate Planner Interim Planning Official

ATTACHMENTS: 1. Public Hearing Notice

2. Planning Commission Resolution No. 2013-36

Aerial Photograph
 Architectural Plans

5. Preliminary Grading Plan



# 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: PA13-0041 (Plot Plan)

APPLICANT: J.G. Stouse Constructors, Inc.

OWNER: Inland Land Group, LLC

REPRESENTATIVE: J.G. Stouse Constructors, Inc.

LOCATION: Near the northwest corner of Iris Avenue and

Oliver Street.

**PROPOSAL:** Plot Plan application PA13-0041 for development of an 11,835 square foot medical office building on a 1.52 acre portion of an 18 acre site located adjacent to the Moreno Valley Community Hospital at 27300 Iris Avenue

**ENVIRONMENTAL DETERMINATION:** Class 32 Categorical Exemption per CEQA Guidelines Section 15332, In-Fill Development Projects.

COUNCIL DISTRICT: 3

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 6:00 p.m., Monday through Thursday and 2<sup>nd</sup> and 4<sup>th</sup> Fridays from 7:30 a.m. to 1:30 p.m.), 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 NØ

#### PLANNING COMMISSION HEARING

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

DATE AND TIME: December 12, 2013 at 7 PM

**CONTACT PLANNER:** Jeff Bradshaw

**PHONE**: (951) 413-3224

**ATTACHMENT 1** 

This page intentionally left blank.

#### PLANNING COMMISSION RESOLUTION NO. 2013-36

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING PLOT PLAN APPLICATION PA13-0041 FOR DEVELOPMENT OF A 12,285 SQUARE FOOT MEDICAL OFFICE BUILDING ON A 1.52 ACRE SITE WHICH IS A PORTION OF AN 18 ACRE PARCEL (ASSESSOR'S PARCEL NUMBER 486-310-022)

WHEREAS, J.G. Stouse Constructors, Inc., has filed an application for the approval of Plot Plan application PA13-0041 for development of a medical office building as described in the title of this Resolution; and

**WHEREAS,** on December 12, 2013, the Planning Commission of the City of Moreno Valley held a meeting to consider the application; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred; and

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 December 12, 2013, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
  - Conformance with General Plan Policies The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The project site is located within an area that has both an Office and a Commercial land use designation. The site is also located within the Medical Use Overlay District. The proposed medical office building is consistent with General Plan policies

ATTACHMENT 2

regarding the Medical Use Overlay District which limits land uses to those that are supportive and compatible with medical uses. The project is also consistent with the primary purpose of areas with an Office or Commercial land use designation. As designed and conditioned, the proposed medical office building 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:** The project site is currently zoned Neighborhood Commercial and Office and located within the Medical Use Overlay District. The plot plan as designed and conditioned will comply with all applicable zoning regulations. The project is designed in accordance with the provisions of Chapter 9.04 Commercial Districts of the City's Municipal Code and is consistent with the intent of the Medical Use Overlay District.

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:** Planning staff has reviewed the proposed medical office building and determined that this project will not have a significant effect on the environment and is therefore exempt from the provisions of the California Environmental Quality Act (CEQA), as an In-Fill Development Project, Class 32 Categorical Exemption, CEQA Guidelines, Section 15332.

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 project site is located near the northwest corner of Iris Avenue and Oliver Street. The project site is comprised of two zones, zoned Neighborhood Commercial (NC) and two-thirds of the site zoned Office (O). Permitted uses within the project site are further restricted by the Medical Use Overlay District. The proposed medical office building is a permitted use in both the NC and O zones and is consistent with the intent of the Medical Use Overlay District.

This project has been reviewed and the design of the proposed plot plan conforms to all development standards of the NC and O zones and the design guidelines for commercial uses as required within the City's Municipal Code. The surrounding area is zoned for commercial and office development to the west with an existing hospital located immediately to the west. The land uses to the north, east and south are largely single-family residential with existing tract homes located within the Moreno Valley Ranch Specific Plan to the east and south.

There is an existing elementary school site across the street to the east. The project site is well suited for future development of commercial and office related land uses. Overall, the proposed medical office building is compatible with existing land uses and the City's General Plan.

#### C. FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

#### 1. FEES

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon information provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

#### 2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approval for PA13-0041, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

#### 3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law. Pursuant to Government Code Section 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it revive challenges to any fees for which the Statute of Limitations has previously expired.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2013-36 and thereby:

- 1. **RECOGNIZES** that the project 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 Class 32 Categorical Exemption, an in-Fill Development Project, per CEQA Guidelines Section 15332; and
- 2. **APPROVES** PA13-0041 (Plot Plan) based on the findings contained in this resolution, and subject to the attached conditions of approval included as Exhibit A.

**APPROVED** this 12<sup>th</sup> day of December, 2013.

	Meli Van Natta
	Chair, Planning Commission
ATTEST:	
Chris Ormsby, Interim Planning Official Secretary to the Planning Commission	
APPROVED AS TO FORM:	
City Attorney	-
Attached: Conditions of Approval	

## CITY OF MORENO VALLEY CONDITIONS OF APPROVAL FOR PA13-0041 PLOT PLAN FOR MEDICAL OFFICE BUILDING ASSESSOR'S PARCEL NUMBER: 486-310-022

## APPROVAL DATE: EXPIRATION DATE:

Χ	Planning (P), including School District (S), Post Office (PO), Building (B)
Χ	Fire Prevention Bureau (F)
Χ	Public Works Dept. – Land Development (LD)
Χ	Public Works Dept. – Transportation Engineering (TE)
X	Public Works Dept. – Moreno Valley Utilities (MVU)
X	Financial & Management Service Dept. – Special Districts (SD)
	Parks & Community Services (PCS)
Χ	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.

- P1. Plot Plan PA13-0041 has been approved for development of a 12,285 square foot medical office building, to be built on a 1.52 portion of an 18 acre parcel within Assessor's Parcel Number 486-310-022.
- P2. The facility is approved for the installation of a generator for emergency backup power. The generator shall be screened by an 8 foot tall decorative block enclosure.
- P3. 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)

#### Exhibit A

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

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

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

GP - General Plan
Ord - Ordinance
Res - Resolution
MC - Municipal Code
DG - Design Guidelines
Ldscp - Landscape Development Guidelines and Specs
UFC - Uniform Fire Code UBC - Uniform Building Code
SBM - Subdivisic \_91\_ Act

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 2 OF 25

- 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. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
- P6. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
- P7. 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)

#### **Prior to Issuance of Grading Permits**

- P8. (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.
- P9. (GP) If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community & Economic Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, no further disturbance shall occur until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be contacted within a reasonable timeframe to identify the "most likely descendant."

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 3 OF 25

The "most likely descendant" shall then make recommendations, and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).

- P10. (GP) Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
- P11. (GP) Prior to approval of any grading permit, the developer shall submit for review and approval of a tree plan to the Planning Division. The plan shall identify all mature trees (4 inch trunk diameter or larger) on the subject property and City right-of-way. Using the grading plan as a base, the plan shall indicate trees to be relocated, retained, and removed. Replacement trees shall be shown on the plan, be a minimum size of 24 inch box, and meet a ratio of three replacement trees for each mature tree removed or as approved by the **Planning Official**. (GP Objective 4.4, 4.5, DG)
- P12. (GP) Within thirty (30) days prior to any grading or other land disturbance, a pre-construction survey for Burrowing Owls shall be conducted pursuant to the established guidelines of Multiple Species Habitat Conservation Plan.
- P13. (GP) Prior to the issuance of grading permits, the site plan shall show decorative concrete pavers for all driveway ingress/egress locations of the project.
- P14. (GP) Prior to issuance of grading permits, the developer shall submit wall/fence plans to the Planning Division for review and approval as follows:
  - A. Any proposed retaining walls shall also be decorative in nature, while the combination of retaining and other walls on top shall not exceed the height requirement.
  - B. Proposed screening walls for the generator and trash enclosure shall also be decorative in nature with a height up to eight (8) feet to fully screen the uses.
  - C. The height, placement and design will be based on a site specific review of the project. All walls are subject to the approval of the Planning Official. (MC 9.08.070)

#### **Prior to Issuance of Building Permits**

P15. (BP) Prior to issuance of building permits, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as shown on the final working drawings.

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 4 OF 25

Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building(s); back-flow preventers shall be screened by landscaping. (GP Objective 43.30, DG)

- P16. (BP) Prior to issuance of building permits, screening details shall be addressed on plans for roof top equipment and trash enclosures submitted for Planning Division review and approval. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. For trash enclosures, landscaping shall be included on at least three sides. The trash enclosure, including any roofing, shall be compatible with the architecture for the building(s). (GP Objective 43.6, DG)
- P17. (BP) Prior to issuance of building permits, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it does not exceed one-quarter foot-candle minimum maintained lighting measured from within five feet of any property line, and shall not blink, flash, oscillate or be of unusually high intensity or brightness. The lighting level for all parking lots or structures shall be a minimum coverage of one foot-candle of light with a maximum of eight foot-candles. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG)
- P18. (BP) Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fees (TUMF), Multi-species Habitat Conservation Plan (MSHCP) mitigation fees, and the City's adopted Development Impact Fees. (Ord)
- P19. (BP) Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. After the third plan check review for landscape plans, an additional plan check fee shall apply. The plans shall be prepared in accordance with the City's Landscape Standards and shall include:
  - A. Finger and end planters with required step outs and curbing shall be provided every 12 parking stalls as well as at the terminus of each aisle.
  - B. Diamond planters shall be provided every 3 parking stalls.

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 5 OF 25

- C. Drought tolerant landscape shall be used. Sod shall be limited to gathering areas.
- D. Street trees shall be provided every 40 feet on center along the main driveway entrance from Iris Avenue.
- E. On-site trees shall be planted at an equivalent of one (1) tree per thirty (30) linear feet of the perimeter of a parking lot and per thirty linear feet of a building dimension for the portions of the building visible from a parking lot or right of way. Trees may be massed for pleasing aesthetic effects.
- F. Enhanced landscaping shall be provided at all driveway entries and street corner locations
- G. The review of all utility boxes, transformers etc. shall be coordinated to provide adequate screening from public view.
- H. Landscaping on three sides of any trash enclosure.
- I. All site perimeter and parking lot landscape and irrigation shall be installed prior to the release of certificate of any occupancy permits for the site.
- P20. (BP) Prior to the issuance of building permits, the plot plan shall include decorative concrete pavers for all driveway ingress/egress locations for the project
- P21. (BP) Prior to the issuance of building permits, downspouts will be interior to the building, or if exterior, integrated into the architecture of the building to include compatible colors and materials to the satisfaction of the Community & Economic Development Director.

#### Prior to Issuance of a Certificate of Occupancy

P22. (CO) Prior to issuance of Certificates of Occupancy or building final, all required landscaping and irrigation shall be installed. (MC 9.03.040)

#### **Building and Safety Division**

- B1. The above project shall comply with the current California Codes (CBC, CEC, CMC, CPC and Green Building Standards) 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 are currently in effect. The 2013 Edition of the California Codes become effective on January 1, 2014.
- 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

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 6 OF 25

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.
- B4. (BP) Prior to the issuance of a building permit, show on the plans that all exterior doors comply with the requirements of CBC 1133B.1.1.1 for accessible path of travel from every exit door, especially in consideration of doors that may be designated as exits due to interior obstructions to path of travel due to racks, equipment and other interior obstruction to the exit path of travel.
- B5. (BP) Prior to the issuance of a building permit, show on the plans that no gutter, drainage feature, swale or other deviation in the flat level surface at the accessible parking spaces exists within and for a minimum four foot extension beyond the outer dimensions of the parking space, loading zone and path of travel.
- B6. (BP) Plans shall be prepared, stamped and signed by a licensed Architect or Registered Civil Engineer for submission for plan check review.
- B7. (BP) Plumbing plans shall be prepared, including isometrics, for required plumbing fixtures based on California Plumbing Code, Chapter 4 and Table 4-1.

#### SCHOOL DISTRICT

S1. (BP) Prior to issuance of building permits, the developer shall provide to the Community & Economic Development Director a written certification by the affected school district that either: (1) the project has complied with the fee or other exaction levied on the project by the governing board of the district, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the project.

#### **UNITED STATES POSTAL SERVICE**

PO1. (BP) Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 7 OF 25

#### **FIRE PREVENTION BUREAU**

- 1. Reciprocal access agreement will be required between this and the adjoining parcels.
- 2. 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. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering\_\_1500\_\_ GPM for\_2\_ hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B). The reduction in fire flow was granted for the use of fire sprinklers throughout the facility. The reduction shall only apply to fire flow, hydrant spacing shall be per the fire flow requirements listed in CFC Appendix B and C.
- F3. Industrial, Commercial, Multi-family, Apartment, Condominium, Townhouse or Mobile Home Parks. A combination of on-site and off-site super fire hydrants (6" x 4" x 2 ½" x 2 ½") and super enhanced fire hydrants (6" x 4" x 4" x 2 ½") shall not be closer than 40 feet and more than 150 feet from any portion of the building as measured along approved emergency vehicular travel ways. The required fire flow shall be available from any adjacent fire hydrant(s) in the system. Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, super or enhanced fire hydrants as determined by the fire code official shall be provided at spacing not to exceed 500 feet of frontage for transportation hazards. (CFC 507.5.7 & MVMC 8.36.060 Section K)
- F4. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.2 and 503.2.5)

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 8 OF 25

- F5. 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)
- F6. Prior to construction and issuance of building permits, all locations where structures are to be built shall have an approved Fire Department emergency vehicular access road (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4 and MVMC 8.36.050 Section A)
- F7. Prior to construction and issuance of Building Permits, fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Fire Prevention Bureau and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
- F8. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.3)
- F9. Prior to building construction, dead end roadways and streets which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
- F10. Prior to issuance of Building Permits, the applicant/developer shall participate in the Fire Impact Mitigation Program. (Fee Resolution as adopted by City Council)
- F11. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall:
  - a) Be signed by a registered civil engineer or a certified fire protection engineer;
  - b) Contain a Fire Prevention Bureau approval signature block; and
  - c) Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau.

After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 9 OF 25

Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507.5)

- F12. 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)
- F13. Prior to issuance of Certificate of Occupancy or Building Final, all <u>commercial buildings</u> 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)
- F14. 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)
- F15. 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)
- F16. 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. 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)
- F17. 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)

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 10 OF 25

- F18. 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.
- F19. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
- F20. 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.
- F21. 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.
- F22. 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)
- F23. Prior to issuance of Certificate of Occupancy, permits are required to store, dispense, use or handle hazardous material. Each application for a permit shall include a hazardous materials management plan (HMMP). The location of the HMMP shall be posted adjacent to (other) permits when an HMMP is provided. The HMMP shall include a facility site plan designating the following:
  - a) Storage and use areas;
  - b) Maximum amount of each material stored or used in each area;

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 11 OF 25

- c) Range of container sizes;
- d) Locations of emergency isolation and mitigation valves and devises;
- e) Product conveying piping containing liquids or gases, other than utilityowned fuel gas lines and low-pressure fuel gas lines;
- f) On and off positions of valves for valves which are of the self-indicating type;
- g) Storage plan showing the intended storage arrangement, including the location and dimensions of aisles. The plans shall be legible and approximately to scale. Separate distribution systems are allowed to be shown on separate pages; and
- h) Site plan showing all adjacent/neighboring structures and use.

NOTE: Each application for a permit shall include a hazardous materials inventory statement (HMIS).

- F24. Before a Hazardous Materials permit is issued, the Fire Chief shall inspect and approve the receptacles, vehicles, buildings, devices, premises, storage spaces or areas to be used. In instances where laws or regulations are enforceable by departments other than the Fire Prevention Bureau, joint approval shall be obtained from all departments concerned. (CFC Chapter 27)
- F25. 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)
- F26. 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)
- F27. 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)
- F28. 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)

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 12 OF 25

- F29. 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)
- F30. Emergency and Fire Protection Plans shall be provided when required by the Fire Prevention Bureau. (CFC Section 105)
- F31. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.

#### PUBLIC WORKS DEPARTMENT - LAND DEVELOPMENT DIVISION

The following are the Public Works Department – Land Development Division Conditions of Approval for this project and shall be completed at no cost to any government agency. All questions regarding the intent of the following conditions shall be referred to the Public Works Department – Land Development Division.

#### **General Conditions**

- LD1. (G) The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC).
- LD2. If the project does not involve the subdivision of land and it is necessary to dedicate right-of-way/easements, the developer shall make the appropriate offer of dedication by separate instrument. The City Engineer may require the construction of necessary utilities, streets or other improvements beyond the project boundary, if the improvements are needed for circulation, parking, access, or for the welfare or safety of the public.
- LD3. (G) It is understood that the plot plan correctly shows all existing easements, traveled ways, and drainage courses, and that their omission may require the map or plans associated with this application to be resubmitted for further consideration. (MC 9.14.040)
- LD4. (G) The developer shall monitor, supervise and control all construction and construction supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
  - (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
  - (b) Observance of working hours as stipulated on permits issued by the Public Works Department.

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 13 OF 25

- (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
- (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements shall be adhered to during the grading operations.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

- LD5. (G) The developer shall protect downstream properties from damage caused by alteration of drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities, including, but not limited to, modifying existing facilities or by securing a drainage easement. (MC 9.14.110)
- LD6. (G) A detailed drainage study shall be submitted to the City Engineer for review and approval at the time of any improvement or grading plan submittal. The study shall be prepared by a registered civil engineer and shall include existing and proposed hydrologic conditions. Hydraulic calculations are required for all drainage control devices and storm drain lines. (MC 9.14.110). Prior to approval of the related improvement or grading plans, the developer shall submit the approved drainage study, on compact disk, in (.pdf) digital format to the Land Development Division of the Public Works Department.
- LD7. (G) The final conditions of approval issued by the Planning Division subsequent to Planning Commission approval shall be photographically or electronically placed on mylar sheets and included in the Grading plan sets on twenty-four (24) inch by thirty-six (36) inch mylar and submitted with the plans for plan check. These conditions of approval shall become part of these plan sets and the approved plans shall be available in the field during grading and construction.

#### Prior to Grading Plan Approval or Grading Permit

- LD8. (GPA) Prior to approval of the grading plans, plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.
- LD9. (GPA) Prior to approval of grading plans, the developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 14 OF 25

- a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.
- b. A grading permit shall be obtained from the Public Works Department Land Development Division prior to commencement of any grading outside of the City maintained road right-of-way.
- c. The developer shall submit a soils and geologic report to the Public Works Department Land Development Division. The report shall address the soil's stability and geological conditions of the site.
- LD10. (GPA) Prior to approval of the grading plans for projects that will result in discharges of storm water associated with construction with a soil disturbance of one or more acres of land, the developer shall submit a Notice of Intent (NOI) and obtain a Waste Discharger's Identification number (WDID#) from the State Water Quality Control Board (SWQCB). The WDID# shall be noted on the grading plans prior to issuance of the first grading permit.
- LD11. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall submit two (2) copies of the final project-specific Water Quality Management Plan (WQMP) for review by the City Engineer that:
  - Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
  - b. Incorporates Source Control BMPs and provides a detailed description of their implementation:
  - c. Incorporates Treatment Control BMPs and provides information regarding design considerations;
  - d. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
  - e. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.
    - A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division of the Public Works Department.
- LD12. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall record a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," to provide public notice of the requirement to implement the approved final project-

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 15 OF 25

specific WQMP and the maintenance requirements associated with the WQMP.

A boilerplate copy of the "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," can be obtained by contacting the Land Development Division of the Public Works Department.

- LD13. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall secure approval of the final project-specific WQMP from the City Engineer. The final project-specific WQMP shall be submitted at the same time of grading plan submittal. The approved final WQMP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format prior to grading plan approval.
- LD14. (GPA) Prior to the grading plan approval, or issuance of a building permit as determined by the City Engineer, the approved final project-specific WQMP shall be incorporated by reference or attached to the project's Storm Water Pollution Prevention Plan as the Post-Construction Management Plan.
- LD15. (GPA) Prior to grading plan approval, the developer shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in conformance with the state's Construction Activities Storm Water General Permit. A copy of the current SWPPP shall be kept at the project site and be available for review upon request.
- LD16. (GPA) Prior to the approval of the grading plans, the developer shall pay applicable remaining grading plan check fees.
- LD17. (GP) Prior to issuance of a grading permit, or building permit when a grading permit is not required, for projects that require a project-specific Water Quality Management Plan (WQMP), a project-specific final WQMP (F-WQMP) shall be approved. Upon approval, a WQMP Identification Number is issued by the Storm Water Management Section and shall be noted on the rough grading plans as confirmation that a project-specific F-WQMP approval has been obtained.
- LD18. (GP) Prior to issuance of a grading permit, if the fee has not already been paid prior to map approval or prior to issuance of a building permit if a grading permit is not required, the developer shall pay Area Drainage Plan (ADP) fees. The developer shall provide a receipt to the City showing that ADP fees have been paid to Riverside County Flood Control and Water Conservation District. (MC 9.14.100)
- LD19. (GP) Prior to issuance of a grading permit, security, in the form of a cash deposit (preferable), letter of credit, or performance bond shall be required to be submitted as a guarantee of the completion of the grading required as a condition of approval of the project.

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 16 OF 25

LD20. (GP) Prior to issuance of a grading permit, the developer shall pay the applicable grading inspection fees.

#### Prior to Building Permit

LD21. (BP) Prior to issuance of a building permit, all pads shall meet pad elevations per approved plans as noted by the setting of "Blue-top" markers installed by a registered land surveyor or licensed engineer.

#### Prior to Certificate of Occupancy

- LD22. (CO) Prior to issuance of the last certificate of occupancy or building final, the developer shall pay all outstanding fees.
- LD23. (CO) Prior to issuance of a certificate of occupancy, this project is subject to requirements under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (NPDES) as mandated by the Federal Clean Water Act. In compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate Schedule that is in place at the time of certificate of occupancy issuance. Following are the requirements:
  - a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required continuous operation, maintenance, monitoring system evaluations and enhancements, remediation and/or replacement, all in accordance with Resolution No. 2002-46.
    - Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or
    - ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule.
  - b. Notify the Special Districts Division of the intent to request building permits 90 days prior to their issuance and the financial option selected. The financial option selected shall be in place prior to the issuance of certificate of occupancy. (California Government Code & Municipal Code)
- LD24. (CO) The City of Moreno Valley has an adopted Development Impact Fee (DIF) nexus study. All projects unless otherwise exempted shall be subject to the payment of the DIF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.

#### PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 17 OF 25

- LD25. (CO) The City of Moreno Valley has an adopted area wide Transportation Uniform Mitigation Fee (TUMF). All projects unless otherwise exempted shall be subject to the payment of the TUMF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD26. (CO) Prior to issuance of a certificate of occupancy or building final, all existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Moreno Valley ordinances. (MC 9.14.130)
- LD27. (CO) Prior to issuance of a certificate of occupancy or building final, the applicant shall ensure the following, pursuant to Section XII. I. of the 2010 NPDES Permit:
  - a. Field verification that structural Site Design, Source Control and Treatment Control BMPs are designed, constructed and functional in accordance with the approved Final Water Quality Management Plan (WQMP)
  - b. Certification of best management practices (BMPs) from a state licensed civil engineer. An original WQMP BMP Certification shall be submitted to the City for review and approval.

#### **SPECIAL CONDITIONS**

- LD28. The following project engineering design plans (24"x36" sheet size) shall be submitted for review and approval as well as additional plans deemed necessary by the City during the plan review process:
  - a. Rough Grading Plan
  - b. Precise Grading Plan
  - d. Final Drainage Study
  - e. Final WQMP
  - f. As-Built Plans of all "plans" listed above.
- LD29. Prior to precise grading plan approval, the grading plans shall show any proposed trash enclosure as dual bin; one bin for trash and one bin for recyclables. The trash enclosure shall be per City Standard Plan 627.
- LD30. Prior to precise grading plan approval, the grading plans shall clearly show that the parking lot conforms to City standards. The parking lot shall be 5% maximum, 1% minimum, 2% maximum at or near any disabled parking stall and travel way. Ramps, curb openings and travel paths shall all conform to current ADA standards as outlined in Department of Justice's "ADA Standards for Accessible Design", Excerpt from 28 CFR Part 36. (www.usdoj.gov) and as approved by the City's Building and Safety Division.

- LD31. Prior to precise grading plan approval, the grading plans shall clearly demonstrate that drainage is properly collected and conveyed. The plans shall show all necessary on-site and off-site drainage improvements to properly collect and convey drainage entering, within and leaving the project. This may include, but not be limited to on-site and perimeter drainage improvements to properly convey drainage within and along the project site, and downstream off-site improvements. The developer will be required to obtain the necessary permission for offsite construction, including easements.
- LD32. The Applicant shall prepare and submit for approval a final, project-specific water quality management plan (F-WQMP) for the Fresenius Medical Care center. The F-WQMP shall be consistent with the approved P-WQMP and in full conformance with the document: "Water Quality Management Plan for Urban Runoff" dated October 22, 2013, or current guidance document. The F-WQMP shall be submitted and approved prior to application for and issuance of grading permits or building permits. At a minimum, the F-WQMP shall include the following: LID Design, Site design BMPs; Source control BMPs; Treatment control BMPs; Operation and Maintenance requirements for BMPs; and sources of funding for BMP implementation.
- LD33. Overall, the proposed treatment control concept is accepted as the conceptual treatment control BMP for the proposed site. The Applicant has proposed to incorporate bioretention BMP. Final design details and appropriate volume calculations for the bioretention must be provided in the first submittal of the F-WQMP. The size of the BMPs are to be determined using the procedures set forth in the Riverside County Design Handbook for LID BMPs. The Applicant acknowledges that more area than currently shown on the plans may be required to treat site runoff as required by the WQMP guidance.
- LD34. The Applicant shall, prior to building or grading permit closeout or the issuance of a certificate of occupancy, demonstrate:
  - a. That all structural BMPs have been constructed and installed in conformance with the approved plans and specifications;
  - b. That all structural BMPs described in the F-WQMP have been implemented in accordance with approved plans and specifications;
  - c. That the applicant is prepared to implement all non-structural BMPs included in the F-WQMP, conditions of approval, and building/grading permit conditions; and
  - d. That an adequate number of copies of the approved F-WQMP are available for the future owners/occupants of the project.

# PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 19 OF 25

- LD35. As determined by City Engineer, if the project does not qualify for Hydrologic Condition of Concern (HCOC) exemption, the Applicant shall mitigate the Hydrologic Condition of Concern (HCOC) by providing additional LID Principles or LID BMPs.
- LD36. Prior to building permit issuance, either reciprocal access easement(s) shall be shown on the map or a separate recorded copy of a reciprocal access agreement between parcels shall be submitted to the City for review and approval.
- LD37. Prior to building permit issuance approval, the developer shall secure any off-site drainage easements from the off-site property owner(s) to ensure the proper drainage for this project.

# <u>PUBLIC WORKS DEPARTMENT – TRANSPORTATION ENGINEERING DIVISION</u>

# **GENERAL CONDITIONS**

- TE1. Conditions of approval may be modified if the project is altered from any approved plans.
- TE2. Sight distance within drive aisles shall conform to City of Moreno Valley Standard No. 125A, B, C at the time of preparation of final grading, landscape, and/or street improvements.
- TE3. The driveway connections to the hospital drive shall conform to City of Moreno Valley Standard No. 118C for Commercial Driveway Approaches.
- TE4. Prior to issuance of a Grading Permit, the grading plans shall include traffic signs directing the flow of traffic at the driveway connections with the hospital drive.
- TE5. Prior to issuance of a construction permit, construction traffic control plans prepared by a qualified, Registered Civil or Traffic engineer may be required.
- TE6. Prior to issuance of a Certificate of Occupancy, all signing and striping shall be per the current CAMUTCD standards.

PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 20 OF 25

# <u>PUBLIC WORKS DEPARTMENT – MORENO VALLEY UTILITY</u>

Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering. All other conditions are standard to all or most development projects.

# **Acknowledgement of Conditions**

The following items are Moreno Valley Utility's Conditions of Approval for project(s) PA13-0041; this project shall be completed at no cost to any Government Agency. All questions regarding Moreno Valley Utility's Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from Moreno Valley Utility (the Electric Utility Division) of the Public Works Department 951.413.3500. The applicant is fully responsible for communicating with Moreno Valley Utility staff regarding their conditions.

# PRIOR TO ENERGIZING MVU ELECTRIC UTILITY SYSTEM AND CERTIFICATE OF OCCUPANCY

- MVU1. (R) For single family subdivisions, a three foot easement along each side yard property line shall be shown on the final map and offered for dedication to the City of Moreno Valley for public utility purposes, unless otherwise approved by the City Engineer. If the project is a multi-family development, townhome, condominium, apartment, commercial or industrial project, and it requires the installation of electric distribution facilities within common areas, a non-exclusive easement shall be provided to Moreno Valley Utility to include all such common areas. All easements shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
- MVU2. (BP) City of Moreno Valley Municipal Utility Service Electrical Distribution: Prior to constructing the MVU Electric Utility System, the developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and concurrent with trenching operations and other subdivision improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer **shall** coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City, or the City's designee, all utility infrastructure (including but not limited to conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, and "bring-up" facilities

# PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 21 OF 25

including electrical capacity to serve the identified development and other adjoining/abutting/ or benefiting projects as determined by Moreno Valley Utility) – collectively referred to as "utility system" (to and through the development), along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and /or delivery of any and all "utility services" to each lot and unit within the Tentative Map. For purposes of this condition, "utility services" shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. "Utility services" shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City's designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

MVU3. This project may be subject to a Reimbursement Agreement. The project may be responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. Payment shall be required prior to issuance of building permits.

# FINANCIAL & MANAGEMENT SERVICES DEPARTMENT

# **Special Districts Division**

# Acknowledgement of Conditions

The following items are Special Districts' Conditions of Approval for project **PA13-0041**; this project shall be completed at no cost to any Government Agency. All questions regarding Special Districts' Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Special Districts Division of the Financial & Management Services Department 951.413.3480 or by emailing specialdistricts@moval.org.

# **General Conditions**

SD1. The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services Districts Zones A (Parks & Community Services), C (Arterial Street Lighting), and E (Extensive Parkway Landscape Maintenance). All assessable parcels therein shall be subject to annual parcel

# PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 22 OF 25

taxes for Zone A and Zone C and shall be subject to an annual parcel charge for Zone E for operations and capital improvements.

- SD2. Existing turf parkway along Iris Ave. in front of the project shall become part of the on-site landscaping for this project. Any existing irrigation in this area shall be abandoned, and new irrigation installed as part of the on-site irrigation system. Special Districts shall be contacted to coordinate capping off of existing irrigation lines. Contact Dan Monto, Senior Landscape Services Inspector, @ (951) 413-3485.
- SD3. Any damage to existing landscape areas maintained by the Moreno Valley Community Services District due to project construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the Moreno Valley Community Services District.
- SD4. The removal of existing trees with a four-inch or greater trunk diameters (calipers), shall be replaced at a three to one ratio, with minimum twenty-four (24) inch box size trees of the same species, or a minimum thirty-six (36) inch box for a one to one replacement, where approved. (MC 9.17.030)
- SD5. The ongoing maintenance of any landscaping required to be installed behind the curb on Iris Avenue and Oliver Street shall be the responsibility of the property owner.
- SD6. Modification of the existing irrigation system for parkway improvements may be required per the direction of and approval by the Special Districts Division. Please contact Special Districts at 951.413.3480 to coordinate the modifications.
- SD7. Inspection fees for the monitoring of landscape installation associated with Moreno Valley Community Services District maintained parkways/medians are due prior to the required pre-construction meeting. (MC 3.32.040)
- SD8. Street light Authorization forms, for all street lights that are conditioned to be installed as part of this project, must be submitted to the Special Districts Division for approval, prior to street light installation. The Street light Authorization form can be obtained from the utility company providing electric service to the project, either Moreno Valley Utility or Southern California Edison.

# **Prior to Building Permit Issuance**

SD9. (BP) This project has been identified to be included in the formation of a Map Act Area of Benefit Special District for the construction of **major thoroughfares** and/or freeway improvements. The property owner(s) shall participate in such District, and pay any special tax, assessment, or fee levied upon the project property for such District. At the time of the public hearing to consider formation of the district, the property owner(s) will not protest the formation, but the

# PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 23 OF 25

property owners(s) will retain the right to object if any eventual assessment is not equitable, that is, if the financial burden of the assessment is not reasonably proportionate to the benefit which the affected property obtains from the improvements which are to be installed. The Developer must notify Special Districts of intent to request building permits 90 days prior to their issuance. (Street & Highway Code, GP Objective 2.14.2, MC 9.14.100)

- SD10. (BP) This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for **Public Safety** services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the developer shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district that may already be established. The Developer must notify Special Districts of intent to request building permits 90 days prior to their issuance. (California Government Code)
- SD11. (BP) Prior to the issuance of the first building permit for this project, the developer shall pay Advanced Energy fees for all applicable Zone B (Residential Street Lighting) and/or Zone C (Arterial Street Lighting and Intersection Lighting) street lights required for this development. Payment shall be made to the City of Moreno Valley, as collected by the Land Development Division, based upon the Advanced Energy fee rate in place at the time of payment, as set forth in the current Listing of City Fees, Charges and Rates, as adopted by City Council.

The developer shall provide a receipt to the Special Districts Division showing that the Advanced Energy fees have been paid in full for the number of street lights to be accepted into the CSD Zone B and/or Zone C programs. Any change in the project which may increase the number of street lights to be installed will require payment of additional Advanced Energy fees at the then current fee.

SD12. (BP) Prior to release of building permit, the developer, or the developer's successors or assignees, shall record with the County Recorder's Office a **Covenant of Assessments** for each assessable parcel therein, whereby the developer covenants the existence of the Moreno Valley Community Services District, its established benefit zones, and that said parcel(s) is (are) liable for payment of annual benefit zone charges and the appropriate National Pollutant Discharge Elimination System (NPDES) maximum regulatory rate schedule when due. A copy of the recorded Covenant of Assessments shall be submitted to the Special Districts Division. For a copy of the Covenant of Assessments form, please contact Special Districts, phone 951.413.3480.

# PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 24 OF 25

# POLICE DEPARTMENT

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

# **Standard Conditions**

- PD1. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard as determined by the Public Works Department. If security fencing is required, it shall remain in place until the project is completed or the above conditions no longer exist. (MC 9.08.080)
- PD2. (GP) Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the following:
  - a. The name (if applicable) and address of the development.
  - b. The developer's name, address, and a 24-hour emergency telephone number. (MC 9.08.080)
- PD3. (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. (MC 9.08.080)
- PD4. Addresses needs to be in plain view visible from the street and visible at night. It needs to have a backlight, so the address will reflect at night or a lighted address will be sufficient.
- PD5. All exterior doors in the rear and the front of the buildings need an address or suite number on them.
- PD6. All rear exterior doors should have an overhead low sodium light or a light comparable to the same.
- PD7. The exterior of the building should have high-pressure sodium lights and or Metal halide lights installed and strategically placed throughout the exterior of the building. The parking lots should have adequate lighting to insure a safe environment for customers and or employees.

# PLANNING DIVISION CONDITIONS OF APPROVAL FOR PA13-0041 PAGE 25 OF 25

- PD8. All landscape cover should not exceed over 3' from the ground in the parking lot.
- PD9. Bushes that are near the exterior of the building should not exceed 4' and should not be planted directly in front of the buildings or walkways.
- PD10. Trees, which exceed 20', should have a 7' visibility from the ground to the bottom half of the tree. This is so that patrons or employees can view the whole parking lot while parking their vehicles in the parking lot.
- PD11. Window coverings shall comply with the city ordinance.
- PD12. A monument address is to be located in front of the main entrance.
- PD13. Landscape screening is to be located no closer than six feet from the covered parking spaces.

This page intentionally left blank.



# PA13-0041





# Legend

### Master Plan of Trails

Bridge

Improved

Multiuse

Proposed

Regional

State

Road Labels

Parcels

City Boundary

Sphere of Influence

Notes

**ATTACHMENT 3** 

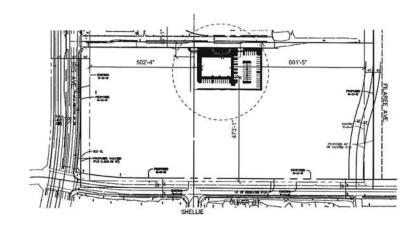
1,814.2 0 907.10 1,814.2 Feet

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

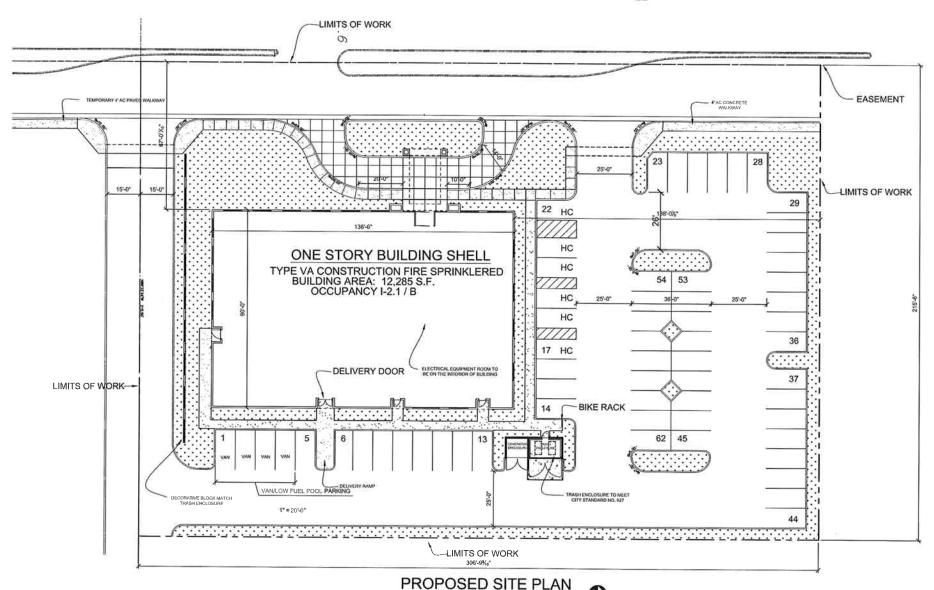
Print Date: 11/20/2013

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County 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.

This page intentionally left blank.



# SITE LOCATION KEY PLAN



# CASE NO. PA13-0041-PLOT PLAN

DESIGN-BUILDER:

MURRIETA, CA 92562

TEL: 951 696 9354

FAX: 951 696 9534

CIVIL ENGINEER:

GW ENGINEERING

J.G. STOUSE CONSTRUCTORS, INC.

24630 WASHINGTON AVE. SUITE 202

CONTACT: JACK G. STOUSE, ARCHITECT

800 EAST FLORIDA AVENUE, SUITE 201

# SITE PLAN SUMMARY:

INLAND LAND GROUP, LLC 9670 RESEARCH DRIVE

IRVINE, CA 92618 CONTACT: GUY RONEY TEL: 949 872-2685 x201

LANDSCAPE ARCHITECT ALHAMBRA GROUP 41635 ENTERPRISE CIRCLE NORTH, SUITE "C" TEMECULA, CA 92590 CONTACT: VINCENT DI DONATO

TEL: (951) 296-6802 FAX: (951) 296-6803

HEMET, CA 92543 CONTACT: FRANK GORMAN TEL: 951 766-8777 FAX: 951 766-8778

PROPERTY ADDRESS / LOCATION

N/W CORNER OF IRIS AVENUE AND OLIVER STREET

12,285 S.F., ONE STORY BUILDING SHELL OF TYPE VA CONSTRUCTION TO ACCOMMODATE AN I-2.1/B OCCUPANCY, OSHPD 3 DIALYSIS FACILITY THAT WILL BE SUBMITTED AS A TENANT IMPROVEMENT AT A LATER DATE

**ZONING** 

MUO (MEDICAL OVERLAY ZONE)

SITE AREA:

OVERALL SITE: GROSS/NET= LIMITS OF AREA: GROSS/NET 66,159 S.F. (1.52 ACRES GROSS) 54,458 S.F. (1.25 ACRES NET)

12,285 S.F.

55 SPACES

**BUILDING AREA:** 12,285 S.F.

TOTAL BUILDING GROSS FLOOR AREA:

BUILDING COVERAGE/NET: 22.55 %

LANDSCAPE COVERAGE/NET 16.24 %

**CONSTRUCTION TYPE:** VA, FIRE SPRINKLERED

OCCUPANCY: I-2.1/B

PARKING REQUIRED (1 PER 225 SF):

PARKING PROVIDED: STANDARD HANDIÇAP VAN POOL/LOW FUEL BICYCLE

56 SPACES 6 SPACES 4 SPACES 3 SPACES TOTAL PARKING PROVIDED: 62 SPACES

WATER & SEWER:

2270 TRUMBLE ROAD

2270 TRUMBLE ROAD

PO BOX 8300 PERRIS, CA 92572

EASTERN MUNICIPAL WATER DISTRICT

**UTILITIES PROVIDER:** 

ELECTRICITY: SOUTHERN CALIFORNIA EDISON 800 655 4555 or MORENO VALLEY UTILITIES

877 811-8700 SO, CAL, GAS CO,

951 928-3777

800 427 2000

ASSESORS PARCEL NUMBER

486-310-022

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 1 AND 8 IN BLOCK 158 OF THE BEAR VALLEY AND ALESSANDRO DEVELOPMENT COMPANY, AS SHOWN BY MAP ON FILE IN BOOK 11, PAGE 10 OF MAPS, RECORDS OF RIVERSIDE, STATE OF CALIFORNIA.





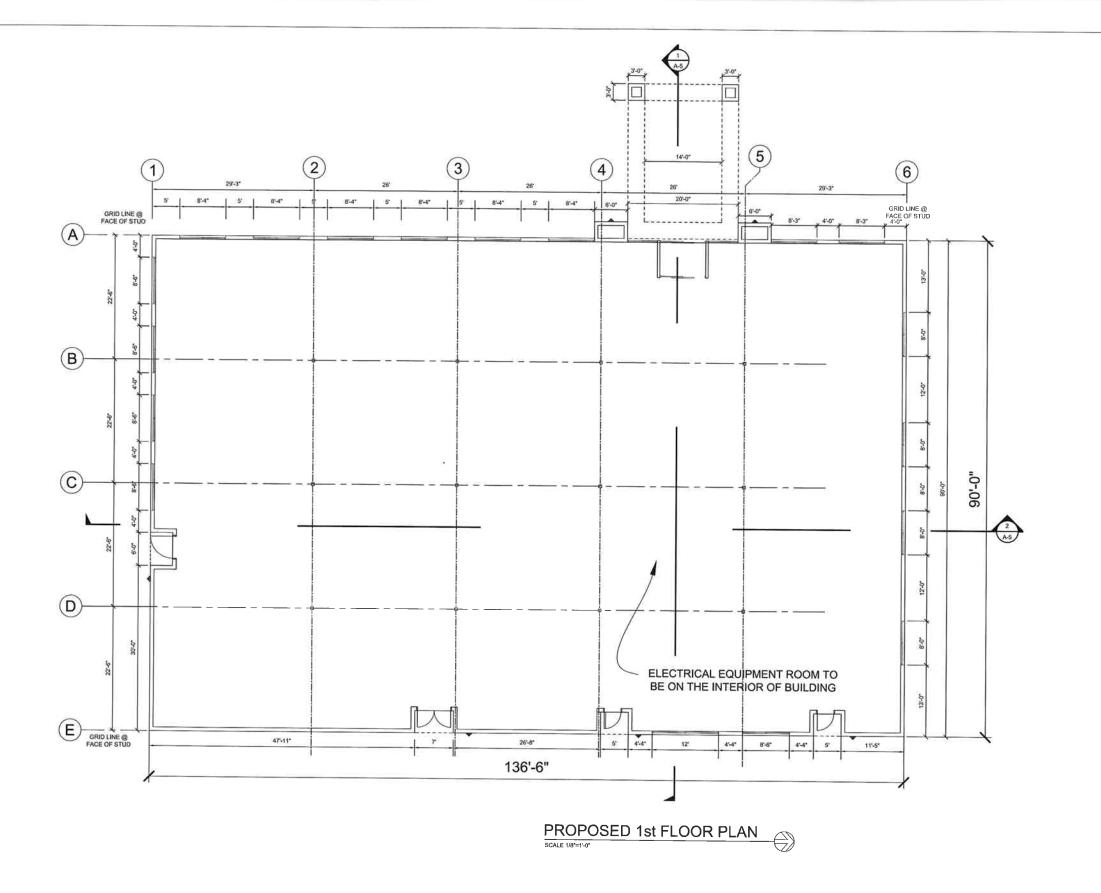
INLAND LAND GROUP, LLC 9670 RESEARCH DRIVE IRVINE, CA 92618

NW CORNER OLIVER ST./ IRIS AVE. MORENO VALLEY, CA. BUILDING SHELL FOR FRESENIUS DIALYSIS FACILITY

JOB NUMBER: 1"= 20" ATF: 07/10/2013 DRAWN BY: GM REMARKS PLOT PLAN SUBMITT

SHEET TITLE: SITE PLAN

**ATTACHMENT 4** 



# **EXITING & NOTES;**

EXITING IS NOT FINAL AND BUILDING SHALL NOT BE OCCUPIED UNTILL THE TENANT IMPROVEMENT WORK IS APPROVED.

TWO MEANS OF EGRESS ARE REQUIRED FOR EACH LEASE SPACE. LOCATIONS T.B.D. UPON FINAL T.I. DRAWINGS SUBMITTED FOR APPROVAL.

ELECTRICAL EQUIPMENT ROOM TO BE ON THE INTERIOR OF BUILDING

J.G.STOUSE CONSTRUCTORS, INC.

AL DOTAL DESIGNE AND ARRANGEMENT OF THE CONCENTRATION AND THE CONCENTRATION AND THE CONCENTRATION OF THE CONCENTRA



INLAND LAND GROUP, LLC 9670 RESEARCH DRIVE IRVINE, CA 92618

OWNER

BUILDING SHELL FOR
FRESENIUS DIALYSIS FACILITY
S:
NW CORNER OLIVER ST./ IRIS AVE.
MORENO VALLEY, CA.

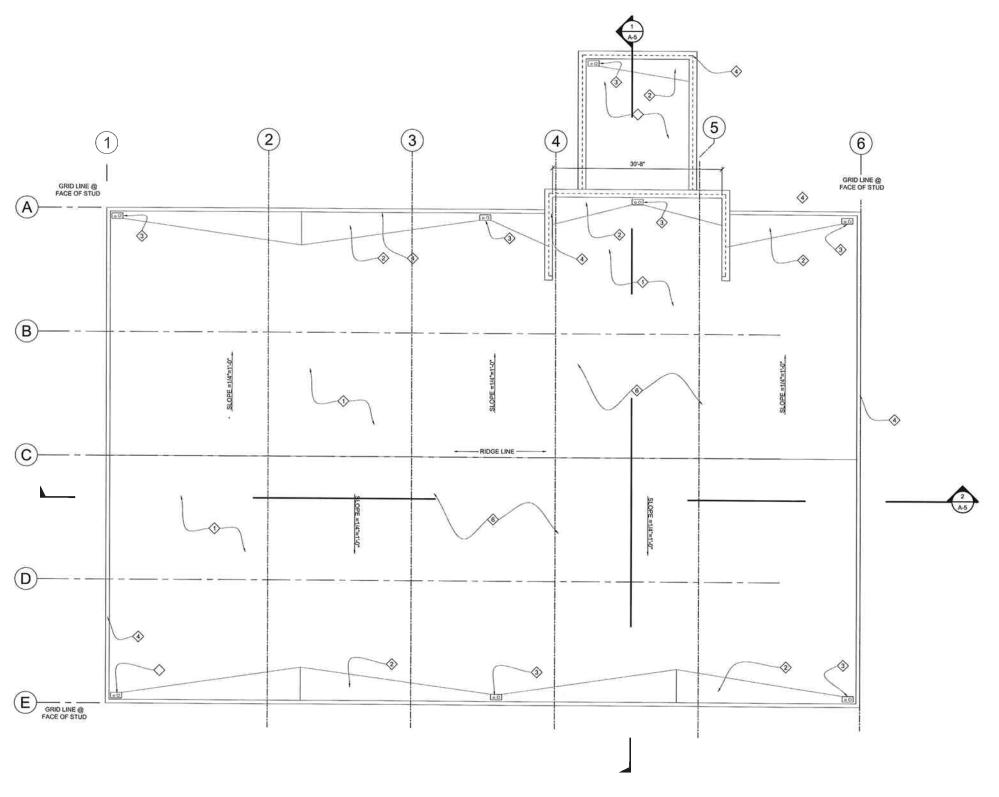
JOB NUMBER:
SCALE: 1/8"=1"-0"
DATE: 07/10/2013
DRAWN BY: GM
REV. REMARKS

REV. REMARKS
PLOT PLAN SUBMITTAL
08-05-13

SHEET TITLE:

FLOOR PLAN

SHEET NUMBER:



ROOF PLAN
SCALE 1/8"=1"-0"

# 

- CLASS "A" 3-PLY BUILT-UP ROOF BY FIRESTONE
  PLY IV, FM 38612, UL R 9516 OR EQUAL, O/CDX., PLY,
  SHEATHING PER STRUCT, O/TRUSSES BY OTHERS,
   BUILT-UP ROOF O/PLY, CRICKET
   ROOF DRAIN W/OVERFLOW (SEE 10/D2)

- 3- ROOF DRAIN WOVERFLOW (SEE 10/02)
  4- PARAPET (SEE 8/0-2)
  5- 2-6" x 3-0" ROOF HATCH TYPE 'S" BY BILCO
  6- FIRESTOP (INSTALL FIRESTOPS @ NOT MORE THAN 9000 SF & AT NOT MORE THAN 100 'LINEAL FEET.)
  IF AUTOMATIC FIRE SPRINKLERS ARE PROVIDED.

NOTES: SEE 3/A-5 FOR MECHANICAL EQUIPMENT LINE OF SIGHT CLEARANCE

J.G.STOUSE CONSTRUCTORS, INC.



INLAND LAND GROUP, LLC 9670 RESEARCH DRIVE IRVINE, CA 92618

NW CORNER OLIVER ST./ IRIS AVE. MORENO VALLEY, CA. BUILDING SHELL FOR FRESENIUS DIALYSIS FACILITY

JOB NUMBER:

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

DATE: 07/10/2013

DRAWN BY: GM

REV. REMARKS

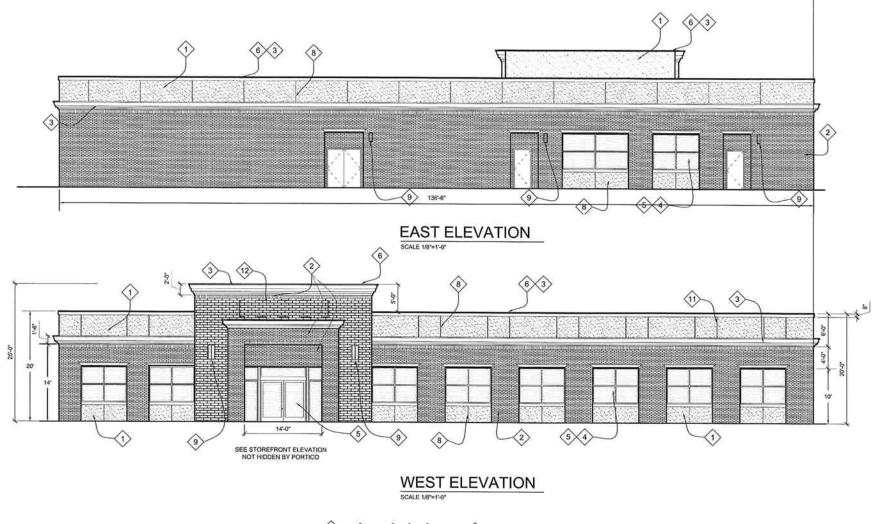
PLOT PLAN SUBMITTAL

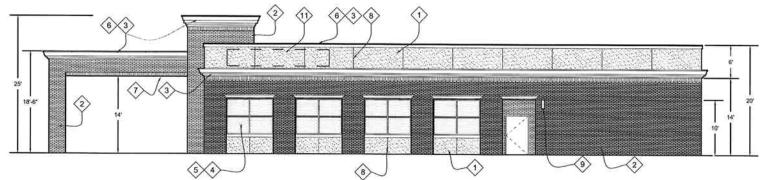
08-05-13

SHEET TITLE:

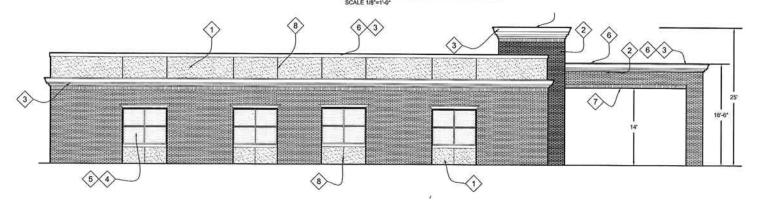
ROOF PLAN

SHEET NUMBER:





# SOUTH ELEVATION SCALE 1/8"=1"-0"



# NORTH ELEVATION

SCALE 1/8"=1"-0"

# EXTERIOR FINISH SCHEDULE

- EXTERIOR CEMENT PLASTER: 20-30 SAND FINISH COLOR: MATCH FRAZEE CLC #1251D, RODEO DUST
- 2 PACIFIC CLAY, "MODULAR THIN BRICK" COLOR; RED FLASHED
- 3 EIFS FOAM PLANT-ONS W/ CEMENT FINISH COLOR: MATCH FRAZEE CL W 1013W AKAMINA
- ALUMINUM STOREFRONT/WINDOW SYSTEM: ARCADIA SERIES AG451 COLOR: BLACK KYNAR, PAINTED
- 6 ROOF PARAPET WIMETAL CAP COLOR: MATCH FOAM PLANT ON
- EXTERIOR CEMENT PLASTER (SOFFITS): 20-30 SAND FIN.
  COLOR: TBD
- EXPANSION JOINT REVEAL: 1/2" GALVANIZED METAL, PTD. COLOR: MATCH ADJACENT EXTERIOR CEMENT PLASTER
- EXTERIOR WALL MOUNTED LIGHT FIXTURES MANUF: MANNING DE-215 BLACK (WEST ELEV.)
- MANUF: MANNING DE-724 BLACK (EAST & SOUTH ELEV.)
- MAIN ENTRY STOREFRONTSLIDING DOOR SYSTEM "RECORD 5100 SERIES AUTOMATIC DOOR SYSTEM
- PROPOSED SIGNAGE LOCATION 18'-6" WIDE x 3 HIGH
- PROPOSED SIGNAGE LOCATION 16' WIDE x 3 HIGH'



J.G.STOUSE CONSTRUCTORS, INC.



INLAND LAND GROUP, LLC 9670 RESEARCH DRIVE IRVINE, CA 92618

NW CORNER OLIVER ST./ IRIS AVE. MORENO VALLEY, CA. BUILDING SHELL FOR FRESENIUS DIALYSIS FACILITY

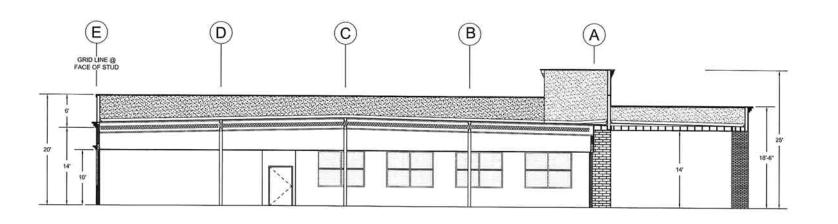
JOB NUMBER: SCALE: 1/8"=1'-0" DATE: 07/10/2013 DRAWN BY: GM REV. REMARKS PLOT PLAN SUBMITTA

08-05-13

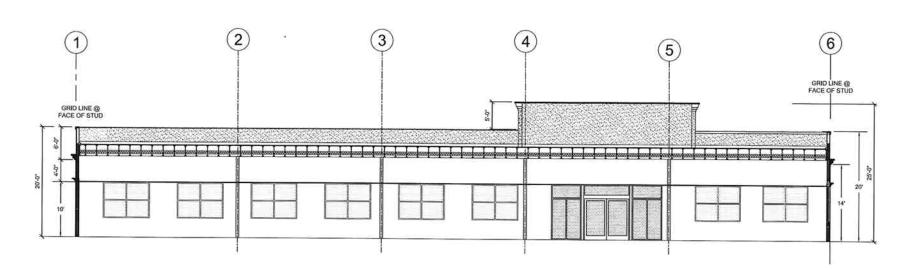
SHEET TITLE:

**ELEVATIONS** 

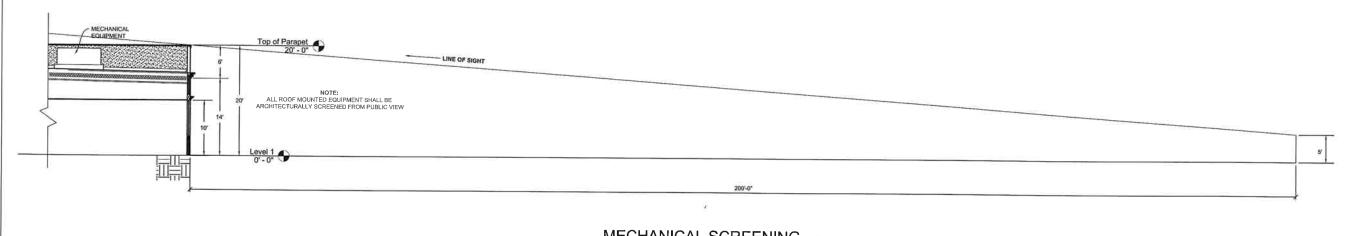
SHEET NUMBER:



# **EAST WEST SECTION** -(1)



NORTH SOUTH SECTION SCALE 1/8"=1"-0"



MECHANICAL SCREENING 3





INALND LAND GROUP, LLC 9670 RESEARCH DRIVE IRVINE, CA 92618

NW CORNER OLIVER ST./ IRIS AVE. MORENO VALLEY, CA. BUILDING SHELL FOR FRESENIUS DIALYSIS FACILITY

JOB NUMBER:
SCALE: 1/8"=11-0"
DATE: 07/10/2013
DRAWN BY: GM
REV. REMARKS
PLOT PLAN SUBMITTAL

SHEET TITLE:

SECTIONS

SHEET NUMBER:



SYMBOL	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE	NUMBER	REMARKS	WATER USE		
	TREES:								
~	LAG. F. 'T.'	LAGERSTROEMIA FAUERI 'ZUNI'	PURPLE CREPE MYRTLE	24" BOX	16	DOUBLE STAKE / HEIGHT 8-10', SPREAD 3'-4' MIN.	М		
*	WAS. FIL.	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	15' B.T.H.	8	PLANT PER DETAIL	М		
V ( )	CUP. ANA.	CUPANIOPSIS ANACARDIOIDES	CARROTWOOD	24" BOX	18	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN	М		
	PIS. CHI.	PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	15	DOUBLE STAKE / HEIGHT 8-10' , SPREAD 3'-4' MIN.	М		
	SHRUBS;								
©	AGA A 'QA'	AGAPANTHUS AFRICANUS 'QUEEN ANNE'	LILY OF THE NILE	1 GAL	90	FULL & BUSHY	М		
	DIE VEG.	DIETES VEGETA	FORTNIGHT IRIS	5 GAL	108	FULL & BUSHY	М		
C	HEM. HYB.	HEMEROCALLIS HYBRIDS	DAYLILY	1 GAL	412	FULL & BUSHY (RED)	М		
<b>(</b>	MYO. PAR.	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	1 GAL	30	FULL & SPREADING	М		
0	PHO FRA	PHOTINIA FRASERI	PHOTINIA	5 GAL	74	FULL & BUSHY	М		
	ROS O 'P.	ROSMARINUS OFFICIANALIS 'PROSTRATUS'	PROSTRATE ROSEMARY	1 GAL	87	FULL & SPREADING	м		
<b>©</b>	SAL: GRE.	SALVIA GREGGI	AUTUMN SAGE	5 GAL	303	FULL & BUSHY	М		
•	JUN. PAT.	JUNCUS PATENS	CALIFORNIA RUSH	1 GAL	211	FULL & BUSHY	М		
	VINES:								
~~ <u>~</u> ~~	DIS. BUC.	DISTICTIS BUCCINATORIA	BLOOD-RED TRUMPET VINE	5 GAL	4	ATTACH TO WALL	М		
	MULCH:								
	WOOD MULCH	FOREST FLOOR WOOD MULCH	SHREDDED WOOD MULCH	3" MAX.	AS REO'D.	3" DEEP-IN ALL SHRUB PLANTING AREAS			



COLOR CONCEPT PLAN

1 INCH = 20 FT.

REVISED







BUILDING SHELL FOR FRESEINIUS DIALYSIS INLAND LAND GROUP, LLC C/O J.G. STOUSE CONST.

PROJECT: OWNER:

drawn: checked: date: 12-2-1

SHEET L-1 of 1sheets

JOB NO. 13-114

**NORTH ELEVATION** 

J.G.STOUSE CONSTRUCTORS, INC.





INLAND LAND GROUP, LLC 9670 RESEARCH DRIVE IRVINE, CA 92618

NW CORNER OLIVER ST./ IRIS AVE.
MORENO VALLEY, CA. BUILDING SHELL FOR FRESENIUS DIALYSIS FACILITY

JOB NUMBER: 9CALE: 1/8"=1'-0" DATE: 07/10/2013 DRAWN BY: GM

REV REMARKS

SHEET TITLE:

COLORED ELEVATIONS

SHEET NUMBER:

PLOT PLAN SUBMITTAL #









This page intentionally left blank.

# IN THE CITY OF MORENO VALLEY, STATE OF CALIFORNIA

# CONCEPTUAL GRADING & DRAINAGE PLAN FRESENIUS DIALYSIS CENTER

## **STANDARD GRADING NOTES:**

- ALL WORK SHALL CONFORM TO THE CITY OF MORENO VALLEY GRADING REGULATIONS, THE ADOPTED CALIFORNIA BUILDING CODE, AND THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES OR STRUCTURES ABOVE OR BEI OW GROUND, SHOWN OR NOT SHOWN ON THESE PLANS. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGE TO ANY UTILITIES OR STRUCTURES CAUSED BY HIS/HER OPERATION.
- ADJACENT STREETS ARE TO BE CLEANED DAILY OF ALL DIRT AND DEBRIS THAT ARE THE RESULT OF OPERATION
- 4.) DUST SHALL BE CONTROLLED BY WATERING OR OTHER APPROVED METHODS.
- HOURS OF OPERATION ARE 7:00 AM TO 6:00 PM MONDAY THROUGH FRIDAY, SATURDAYS, BY PRIOR APPOINTMENT ONLY, 7:00 AM TO 3:00 PM (INDUSTRIAL/COMMERCIAL), 8:00 AM TO 4:00 PM (RESIDENTIAL). NO WORK ON SUNDAY OR PUBLIC HOLIDAYS WITHOUT PRIOR
- THE CITY ENGINEERING DEPARTMENT SHALL BE CONTACTED AT (951) 413-3120 TO SCHEDULE A PRE-GRADING MEETING 48 HOURS
- ALL GRADING SHALL BE COMPLETED UNDER THE SUPERVISION OF A REGISTERED SOILS ENGINEER OF RECORD IN CONFORMANCE WITH RECOMMENDATIONS OF THE PRELIMINARY SOILS INVESTIGATION 8Y LOR GEOTECHNICAL GROUP, INC DATED 1-28-2011.
- TWO SETS OF THE FINAL SOILS REPORT SHALL BE SUBMITTED TO THE ENGINEERING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. THE SOILS REPORT SHALL REFLECT THE FACT THAT THE COMPACTION HAS BEEN OBTAINED NOT ONLY IN THE BUILDING PAD LOCATIONS, BUT IN THE REMAINDER OF THE SITE, INCLUDING THE SLOPES, FINAL SOILS GRADING CERTIFICATION SHALL BE SUBMITTED BY THE SOILS ENGINEER OF RECORD THAT THE FINAL GRADING CONFORMS TO THE CALIFORNIA BUILDING CODE (C.B.C.) AND THE APPROVED GRADING PLAN.
- 9.) ALL SLOPES SHALL BE A MAXIMUM OF 2:1, CUT OR FILL, UNLESS OTHERWISE RECOMMENDED BY REGISTERED SOILS ENGINEER AND
- 10.) ALL PADS AND SWALES SHALL SLOPE A MINIMUM OF 1% TO STREET OR DRIVES.
- 11.) ALL TRENCH BACKFILLS SHALL BE TESTED AND CERTIFIED BY THE SOILS ENGINEER OF RECORD TO NOT LESS THAN 90% MAXIMUM DENSITY AS DETERMINED BY A.S.T.M. SOIL COMPACTION TEST D1557-78, THE TOP 1.5 FT OF SUBGRADE BELOW THE STREET PAVEMENT STRUCTURAL SECTION SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
- 12.) SEPARATE PERMITS SHALL BE REQUIRED FOR ANY IMPROVEMENT WORK WITHIN THE PUBLIC RIGHT-OF-WAY
- 13.) CUT SLOPES GRATER THAN 5 FEET IN VERTICAL HEIGHT, AND FILL SLOPES GREATER THAN 3 FEET IN VERTICAL HEIGHT SHALL BE PLANTED WITH APPROVED GROUND COVER OR OTHER APPROVED SLOPE EROSION CONTROL METHOD TO PROTECT SLOPE FROM EROSION AND INSTABILITY IN ACCORDANCE WITH THE GRADING REGULATIONS.
- 14.) SEPARATE PERMITS FROM THE BUILDING DEPARTMENT SHALL BE REQUIRED FOR ALL WALLS AND FENCES.
- 15.) ALL SLOPES ADJACENT TO THE PUBLIC RIGHT-OF-WAY SHALL BE SET BACK 2 FEET IF HEIGHT IS LESS THAN 10 FEET, AND 3 FEET IF
- 16.) DAMAGED OR ALTERED PUBLIC IMPROVEMENTS SHALL BE REPAIRED OR REPLACED AS REQUIRED BY THE CITY ENGINEER.
- 17.) AN "AS-BUILT" GRADING PLAN SHALL BE SUBMITTED AT THE COMPLETION OF WORK, AND PRIOR TO THE ISSUANCE OF THE
- 18.) CERTIFICATION BY THE R.C.E. OF RECORD THAT THE ROUGH GRADING SOIL COMPACTION HAS BEEN COMPLETED PER ITEMS 7, 8, AND 11 AND THE SITE CONFORMS TO THIS PLAN AS TO LINE AND GRADE SHALL BE REQUIRED PRIOR TO ISSUANCE OF BUILDING PERMIT.
- THE R.C.E. OF RECORD SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HERBON. IN THE EVENT OF DISORREPANCIES ARISING DURING CONSTRUCTION, THE R.C.E. OF RECORD SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISINGS THE PLANS FOR APPROVAL BY THE CITY ENGINEER.
- ALL IMPORTED SOIL SHALL HAVE A CERTIFICATE GIVEN TO THE CITY ENGINEER STATING THAT THE SOIL IS FREE FROM CONTAMINANTS BEFORE SOIL IS UNLOADED.

I HEREBY STATE THAT THIS PLAN WAS PREPARED UNDER MY SUPERVISION AND THAT IT CONFORMS TO THE LATEST EDITION OF THE CALIFORNIA BUILDING CODE (C.B.C.) AS MODIFIED BY CITY OF MORENO VALLEY ORDINANCES, THE INTERIM GUIDELINES, AND THE PRELIMINARY SOILS REPORT PREPARED FOR THIS PROJECT.

FRANK D. GORMAN R.C.F. 36496

# **DECLARATION OF ENGINEER OF RECORD**

HEREBY DECLARE THAT THE DESIGN OF THE IMPROVEMENTS AS SHOWN ON THESE PLANS COMPLIES WITH PROFESSIONAL ENGINEERING STANDARD AND PRACTICES. AS THE ENGINEER IN RESPONSIBLE CHARGE OF DESIGN OF THESE IMPROVEMENTS, I ASSUME FULL RESPONSIBLE CHARGE FOR SUCH DESIGN. I UNDERSTAND AND ACKNOWLEDGE THAT THE PLAN CHECK OF THESE PLANS BY THE CITY OF MORENO VALLEY IS A REVIEW FOR THE LIMITED PURPOSE OF ENSURING THAT THE PLANS COMPLY WITH CITY PROCEDURES, APPLICABLE POLICIES AND ORDINANCES. THE PLAN CHECK IS NOT A DETERMINATION OF THE TECHNICAL ADEQUACY OF THE DESIGN OF THE SIGN OF THE THE PLANS COMPLY WITH CITY PROCEDURES IN PROVEMENTS. SUCH PLAN CHECK ODES NOT, THEREFORE, RELIEVE ME OF MY RESPONSIBILITY FOR THE DESIGN OF THE SIMPROVEMENTS. AS ENGINEER OF RECORD (E.O.R.), I AGREE TO INDEMNIFY AND HOLD THE CITY OF MORENO VALLEY, IRON, AND THE MORENO VALLEY. FOR COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF MORENO VALLEY (ROA), AND THE MORENO VALLEY, BOAD AND ENEMOTION OF THE SITY OF MORENO VALLEY (ROA), AND THE MORENO VALLEY, BOAD OF THE SITY OF THE MORENO VALLEY (ROA), AND THE MORENO VALLEY, BOAD OF THE SITY OF THE MORENO VALLEY (ROA) AND THE MORENO VALLEY. FOR THE MORENO VALLEY, BOAD OF THE SITY OF THE MORENO VALLEY (ROA). BOAD OF THE SITY OF THE MORENO VALLEY (ROA) AND THE MORENO VALLEY (ROA). BOAD OF THE SITY OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY). BOAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY). BOAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY). BOAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY). BOAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY (ROAD OF THE MORENO VALLEY). SERVICE DISTRICT (SOD), ITS OFFICERS, AGENTS MAY EMPLOYEES PARAMLESS FROM NOT AND ALL LAGILITY OF CLAMAS, DAMANGES I INJURIES TO ANY PERSON OR PROPERTY WHICH MIGHT ARISE FROM THE NEGLIGENT ACTS, ERRORS OR OMISSIONS OF THE ENGINEER OF RECORD. I HAVE READ AND INFORMED THE PROJECT APPLICANTION OF OPENING OF THESE, PLANS DO NOT RELIEVE THEM FROM THE REQUIREMENTS OF THE CONDITIONS OF APPROVAL (ATTACHED HEREIN OR IN OTHER APPROVED

I ALSO HEREBY DECLARE THAT I HAVE COMPARED THESE PLANS WITH ALL APPLICABLE A.D.A. AND TITLE 24 REQUIREMENTS FOR THIS PUBLIC PROJECT, AND THESE PLANS ARE IN FULL COMPLIANCE WITH THOSE REQUIREMENTS.

## PRIVATE ENGINEER'S NOTICE TO CONTRACTOR

CONTRACTOR AGREES THAT HEISHE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER, CONTRACTOR TO LOCATE EXITING UTILITIES PRIOR TO THE START OF CONSTRUCTION, ANY CONFLICTS WITH DESIGN IS TO BE REPORTED TO ENGINEER PRIOR TO COMMENCEMENT.

# STANDARD GENERAL IMPROVEMENT NOTES:

- 1.) ALL WORK CALLED FOR ON THE PLANS SHALL BE IN COMPLIANCE WITH CURRENT CITY STANDARD PLANS ADOPTED BY THE CITY
- A CONTRACTOR PERMIT MUST BE OBTAINED FORM THE LAND DEVELOPMENT DIVISION OF THE PUBLIC WORKS DEPARTMENT COUNTER BY THE CONTRACTOR PRIOR TO GRADING AND/OR CONSTRUCTION WORK OF ANY TYPE WITHIN THE PUBLIC RIGHT-OR-WAY
- AN ENCROACHMENT PERMIT IS REQUIRED IN ALL CASES WHERE WORK WILL INTERFERE WITH EITHER VEHICULAR OR PEDESTRIAN
- 4.) CITY INSPECTION OF THE WORK CALLED FOR ON THE PLANS SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR AND/OR THE DEVELOPER OF THEIR OBLIGATION TO PERFORM THE WORK IN COMPLIANCE WITH THE PLANS.
- ANY ALTERNATIONS OR VARIANCES FROM THE PLANS EXCEPT MINOR ADJUSTMENTS IN THE FIELD TO MEET EXISTING CONDITIONS, SHALL BE REQUESTED IN WRITING AND MAY NOT BE INSTITUTED UNTIL APPROVED BY THE CITY ENGINEER OR DESIGNATED REPRESENTATIVE ACTING SPECIFICALLY ON HIS/HER INSTRUCTIONS.
- THE GRADING AND/OR IMPROVEMENT PLANS ARE APPROVED FOR A PERIOD OF TWO (2) YEARS FROM THE DATE SIGNED BY THE CITY ENGINEER AFTER THE TWO (2) YEAR PERIOD HAS LAPSED THE "ENGINEER OF RECORD" MAY BE REQUIRED TO SUBMIT AND PROCESS FOR THE CITY ENGINEER APPROVAL, UPDATED PLANS THAT COMPLY WITH THE MOST CURRENT CITY STANDARDS, PRACTICES AND
- 7.) ALL ELEVATIONS SHOWN ON THE PLAN ARE ESTABLISHED BY LOCAL BENCH MARK. SURVEY MONUMENTS SHALL BE PROTECTED IN
- QUANTITIES AS SHOWN ON THE PLAN ARE ESTIMATED AND THE CONTRACTOR IS ADVISED THAT ALL FINAL QUANTITIES OF MATERIAL AND WORK IN PLACE MAY BE SOMEWHAT GREATER OR LESS THAN THOSE INDICATED ON THE PLANS.
- CONCRETE BUTTERS, ALLEY APPROACHES, DRIVEWAYS AND OTHER CONCRETE ITEMS SUBJECT TO VEHICULAR TRAFFIC SHALL BE BARRICADED WITH NO VEHICULAR TRAFFIC PERMITTED FOR A PERIOD NO LESS THAN SEVEN DAYS FOLLOWING THE PLACEMENT OF SAID CONCRETE ITEMS). WHEN THE GENERAL PROVISIONS CALL FOR THE USE OF SAID CONCRETE ITEMS, FOR VEHICULAR TRAFFIC EARLIER THAN THE SEVERANT DAY FOR CONVENIENCE OF OPERATION OR WHEN THE CONTRACTOR SO DESIRES, CONCRETE CONTAINING EIGHT SACKS OF CEMENT FOR CUBIC YARD SHALL BE USED UNDER THE DIRECTION OF THE CITY ENGINEER TO ALLOW TRAFFIC AFTER 72 HOURS OF PLACEMENT OF CONCRETE.
- 10.) IRRIGATION LINE WITHIN ANY CITY STREET SHALL HAVE A THIRTY INCH MINIMUM COVER FROM FINISH SURFACE UNLESS SAID IRRIGATION LINE IS ENCASED IN CONCRETE OR BEDDED IN A SPECIAL CONCRETE CRADLE
- THE CONTRACTOR SHALL OPERATE IN A MANNER COMPLIANT WITH ALL APPLICABLE SECTIONS OF THE MUNICIPAL CODE AND COMPLIANT WITH ALL APPLICABLE CITY COUNCIL RESOLUTIONS.
- 12.) THE LOCATION OF UNDERGROUND UTILITY OR IRRIGATION LINES AS SHOWN ON THE PLANS IS APPROXIMATE AND SINCE THE ACTUAL LOCATION MAY BE SOMEWHAT DIFFERENT FROM THAT SHOWN, THE CONTRACTOR IS REQUIRED TO CONTACT THE INTERESTED UTILITY OR WATER COMPANY BEFORE EXCAVATING IN THE VICINITY OF ANY SUCH LINES.
- 13.) PARKWAY TREES INSTALLED BY THE DEVELOPER SHALL BE PLANTED AND MAINTAINED IN COMPLIANCE WITH THE APPROPRIATE CITY
- 14.) ALL STREET NAME AND TRAFFIC REGULATORY SIGNS INDICATED ON THE PLANS WILL BE INSTALLED BY THE DEVELOPER IN ACCORDANCE WITH THE APPROPRIATE CITY STANDARDS.
- 15.) ALL STREET LIGHTS INDICATED ON THE PLANS SHALL WORK DIRECTLY WITH THE COMPANY WHEN THE LIGHTS ARE TO BE SERVED
- AN APPROVED WEED KILLER SHALL BE APPLIED TO THE PREPARED BASE PRIOR TO ASPHALT PAVING IN ALL AREAS WHERE THERE IS ANY EVIDENCE OF HUMUS OR ORGANIC MATERIAL PRESENT IN THE BASE (EITHER NATIVE OR IMPORTED) MATERIAL. ALL WEED KILLERS SHALL BE APPLIED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS.
- 17.) PROVISIONS SHALL BE MADE BY THE CONTRACTOR FOR CONTRIBUTORY DRAINAGE AT ALL TIMES
- 18.) WHEN APPLICABLE ALL ANTI-GRAFFITI COATING SHALL BE VITROCEM HI-BUILD GRAFFITI GLAZED COATING FOR CONCRETE BLOCK OR
- HOURS OF OPERATION ARE 7:00 AM (INDUSTRIAL/COMMERCIAL) 8:00 AM 4:00 PM (RESIDENTIAL). NO WORK ON SUNDAY OR PUBLIC HOLIDAYS WITHOUT PRIOR CITY APPROVAL.

## 2 YEAR APPROVAL

THIS GRADING PLAN IS APPROVED FOR A PERIOD OF TWO (2) YEARS FROM THE DATE SIGNED BY THE CITY ENGINEER, AFTER THE TWO (2) YEAR PERIOD HAS LAPSED, THE "ENGINEER OF RECORD" MAY BE REQUIRED TO SUBMIT AND PROCESS FOR CIT ENGINEER APPROVAL, UPDATED PLANS THAT COMPLY WITH THE MOST CURRENT CITY STANDARDS, PRACTICES AND POLICIES

APPROVAL OF THESE PLANS BY CITY OF MORENO VALLEY LAND DEVELOPMENT DIVISION DOES NOT CONSTITUTE FINAL APPROVAL OF THE CONSTRUCTION OF SAID IMPROVEMENTS UNTIL REVIEWED AND APPROVED BY THE BUILDING AND SAFFTY

ALL ADA/TITLE 24 REQUIREMENTS AND PATH OF TRAVEL INCLUDING BUT NOT LIMITED TO ACCESS SHALL BE REVIEWED AND APPROVAL OF THE ACCESS REQUIREMENTS.

APPROVAL OF THESE PLANS DOES NOT CONSTITUTE FINAL APPROVAL OF THESE PLANS DOES NOT CONSTITUTE FINAL APPROVAL OF THE ACCESS REQUIREMENTS.

# SOILS AND GEOLOGIST CERTIFICATION

THIS GRADING PLAN HAS BEEN REVIEWED BY THE

ENGINEERING GEOLOGIST

## LEGEND

NATURAL GROUND CENTER UNE FLOW LINE TOP OF CURB

HIGH POINT RIGHT-OF-WAY PROPERTY LINE

PROPERTY LINE
TOP OF FOOTING
TOP OF WALL
PROP. ELEVATION
STORM DRAIN
MANHOLE
SEWER
MATER

DCDA DOUBLE DETECTOR CHECK

BOUNDARY UNE RIGHT OF WAY PARCEL/LOT LINES ----- EX. CONTOUR

EX.BUILDING EDG EX. SIDEWALK PROP. SIDEWALK

REMOVE/REPLACE PROP LANDSCAPING

PROPOSED PAVEMENT

SANDBAGS PER SE-8 [CASQA] SILT FENCE PER SE-1 (CASQA)

## SHEET INDEX

DESCRIPTION SHEET NO. TITLE SHEET PRELIM, GRADING PLAN

THIS GRADING FLAN HAS BEEN REVIEWED BY THE UNDERSIGNED AND FOUND TO BE IN CONFORMANCE WITH THE RECOMMENDATIONS AS OUTLINED IN THE FOLLOWING SOILS AND GEOLOGICAL REPORT FOR THIS PROJECT.

SOIL REPORT FOR FRESENIUS DIALYSIS

TITLED: GEOTECHNICAL INVESTIGATION #644-1302 DATE: JULY 09 2013 FIRM NAME: SLADDEN ENGINEERING, INC

PROJECT SITE ACREAGE

**PROJECT ADDRESS** 

IRIS AVENUE, MORENO VALLEY, CA 92555

**LEGAL DESCRIPTION** 

LOTS 1 AND 8 IN BLOCK 158 OF THE BEAR VALLEY AND

21,01 AC, GROSS 18.16 AC. NET 1.63 AC. DISTURBED

APN: 486-310-022

**UTILITY COMPANIES** 

SEWER & WATER EASTERN MUNICIPAL WATER DISTRICT

SOUTHERN CALIFORNIA EDISON

GAS THE GAS COMPANY

PHONE VERIZON

(760) 243-0268

COTTRAMOCO

ALESSAMORO

-SITE

VICINITY MAP

EMERGENCY NUMBERS

(951) 928-3777

(800) 611-1911

(800) 427-2200

N

## OWNER/APPLICANT/DEVELOPER

INLAND LAND GROUP, LLC IRVINE CA 92618 PH. (949) 972-2685 FAX (949)

APPLICANT: JACK G. STOUSE, ARCHITECT JG STOUSE CONSTRUCTORS, INC. 24630 WASHINGTON AVE. STE. 202 951-696-9354X105 PHONE 951-896-9534 FAX jack@jgstouse.com

# **ENGINEERING FIRM**

800 E. FLORIDA AVE. ST HEMET, CA. 92543 PHONE: (951) 766-8777 FAX: (951) 766-8778

# SOURCE OF TOPO

TOPO SURVEY BY WEBB AND ASSOC, AND AERIAL

## **FEMA FLOOD ZONE**

FEMA COMMUNITY PANEL NO. 06065C0770G, ZONE X CITY OF MORENO VALLEY

THIS PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION,

CITY OF MORENO VALLEY

PA13-0041

WDID: N/A WQMP: N/A

FRESENIUS DIALYSIS CENTER CONCEPTUAL GRADING AND DRAINAGE PLAN

HEET<u>1</u> OF <u>2</u> CITY I. D. NO LORXX-XXXX

# ATTACHMENT 5

BENCH MARK BASIS OF BEARING REVIEW BY CITY STAFF CITY OF MORENO VALLEY APPROVALS Centerene redlands blvd. Per pu 4/97 being n 00° ENGINEERING DIVISION MANAGER DATE 1963-01-01 1ST 8 MON MORENO AT THE INT OF ALESSANDRO BLVD & AND DEVELOPMEN RANSPORTATION DAVIS RD. ELEV= 1589,003 FT ARKS AND COMMUNITY SERVICES DESCRIPTION REC. APPR DATE PECIAL DISTRICTS FOR REVISION

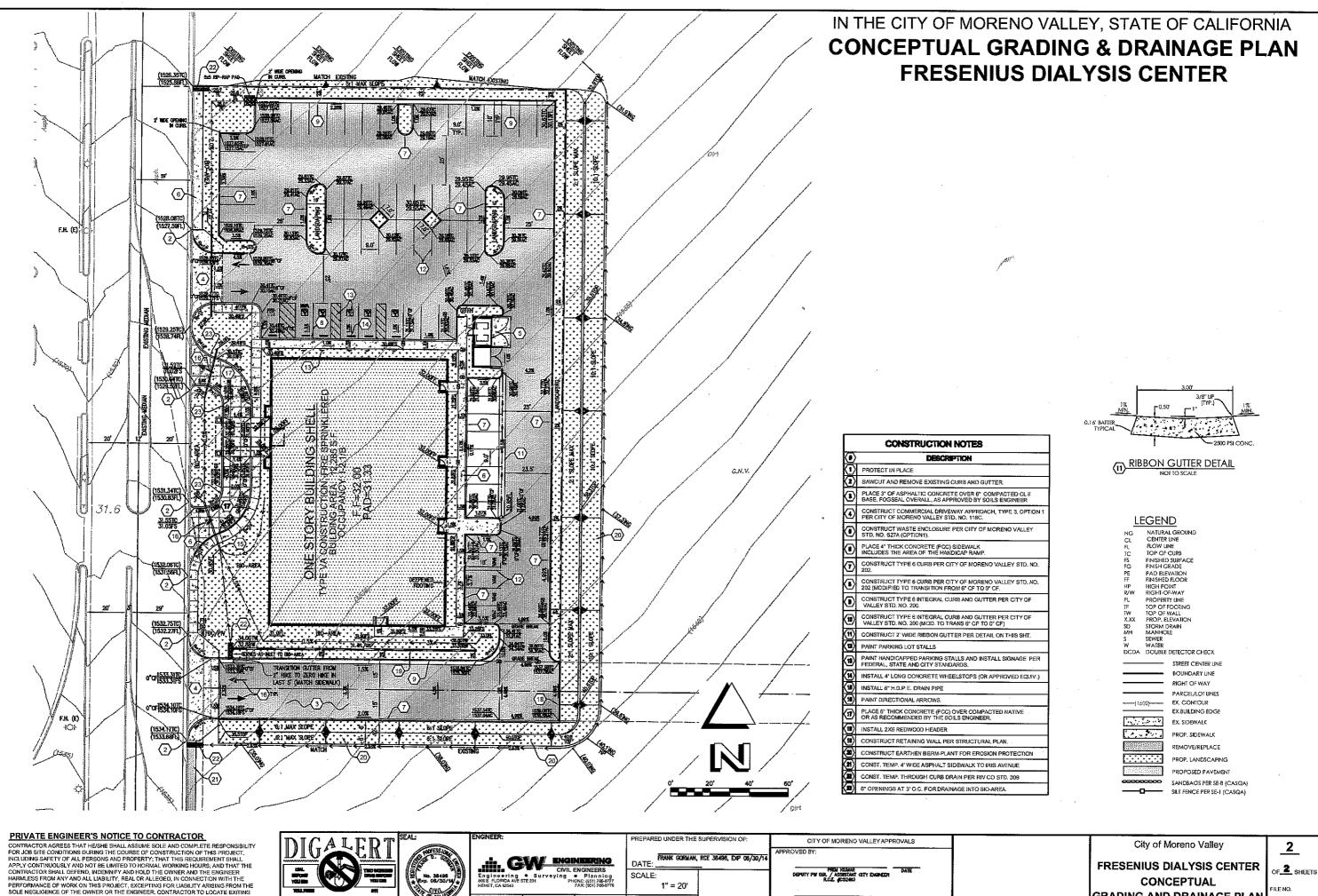






HI. GW ENGINEERING UNDER THE SUPERVISION OF

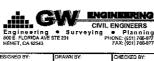
TITLE SHEET FRANK GORMAN, RCE 36496, EXP 06/30/14



UTILITIES PRIOR TO THE START OF CONSTRUCTION, ANY CONFLICTS WITH DESIGN IS TO BE REPORTED TO ENGINEER PRIOR TO COMMENCEMENT.







GRADING AND DRAINAGE PLAN



# PLANNING COMMISSION STAFF REPORT

Case:	PA13-0045 Tentative Tract Map 36598 P13-125 Variance Application		
Date:	December 12, 2013		
Applicant:	Habitat for Humanity		
Representative:	Karin Roberts of Habitat for Humanity		
Location:	On Myers Ave. south side between Heacock St. and Indian St.		
Proposal:	A Tentative Tract Map application for an eight lot single-family residential subdivision and variance application for reduced minimum lot size and reduced street side yard setback.		
Recommendation:	Approval		

# **SUMMARY**

Tentative Tract Map 36598 application for an eight lot single-family residential subdivision and variance application to reduce the minimum lot size and reduce street side yard setback. Zone: Specific Plan 204 Village Residential.

# Planning Commission Staff Report Page 2

# PROJECT DESCRIPTION

# **Project**

Tentative Tract Map No. 36598 will subdivide 1.36-gross acres of Assessor's Parcel Number 481-250-002 and 481-250-003 into eight residential single-family lots. The lot sizes range from 8,207 square feet to 4,117 square feet. The proposed tract will construct a new street "A" off of Myers Ave. to access the development. The site is currently vacant and is zoned SP204VR. The project site is located on the south side of Myers Ave. between Heacock Street and Indian Street.

The Variance application requests that the minimum lot size be reduced for proposed Lots 4 through 8. The required minimum lot size for the Village Residential (VR) Zone is 4,500 square feet Lots 4 through 8 will range from 4,117 square feet to 4,225 square feet. All proposed lots including Lots 4 through 8 meet the required minimum lot depth of 85 feet and lot width of 45 feet as required by the SP204VR zone. Along with proposing to reduce the minimum lot size, the applicant is proposing to reduce the minimum street side yard setback of 15 feet to 5 feet for lot 8 for the side yard adjacent to Myers Ave. If the minimum lot size and street side yard setback are not allowed to be partially reduced, this will result in a reduction in density. The variance will provide for equity in the use of the project site property, and will prevent unnecessary hardships that might result from a strict or literal interpretation and enforcement of certain regulations.

The rest of the project meets or exceeds the minimum criteria of the SP204VR zone. As submitted, the density for this tentative tract is 8.42 dwelling units per net acre, which is under the maximum of 15 units per net acre allowed by the SP204VR zone.

# <u>Site</u>

The project is located on the south side of Myers Ave. between Heacock Street and Indian Street. The site consists of two vacant rectangular shaped lots, both are zoned Specific Plan 204 Village Residential. The two lots combined have an approximate lot dimension of 300' x 198' and a gross lot area of 1.36 acres. The site has been grubbed for weed abatement in the past, is relatively flat and slopes gradually from the north to the south.

# **Surrounding Area**

The proposed site is within Specific Plan 204 Village Residential (SP204VR) zoning district. The adjacent land to the north, south, east and west of the project site are zoned Specific Plan 204 Village Residential (SP204VR). Land uses within close proximity to the site consist of a mixture of single family and multi-family residences. The project is an infill project within an established older neighborhood.

# Planning Commission Staff Report Page 3

# **Access/Parking**

Tentative Tract Map No. 36598 will include a cul-de-sac Street "A" that will provide access to the subdivision off of Myers Avenue. Lot 1 will be the only lot from the tract that will gain access from Myers Avenue. Street 'A' runs north and south and will access Myers Avenue that runs east and west.

Each lot, when developed, will be required to meet the parking standards for a single-family residence, which requires a minimum two (2) car garage to meet the off-street parking requirements of the Municipal Code.

# **Design/Landscaping**

This project has been reviewed and the design of the proposed tract conforms to all development standards of the SP204VR zone as required within the Moreno Valley Municipal Code with the exception of those standards described in the proposed variance application.

Most of the water run-off for street 'A' will drain to the end of the cul-de-sac into a catch basin, and then the water will flow to the north and into the storm drain on Myers Ave. The tract will also provide pervious pavers as part of the proposed driveways and provide a 10 foot water quality and public drainage easement all around street "A".

The proposed project also conforms to the requirements of the City's Design Guidelines. Single-family homes for the tract will be reviewed administratively under a separate model home complex application. The project is conditioned so that landscape plans be prepared in accordance with the City's Landscape Development Guidelines and Specifications which includes street trees.

# **REVIEW PROCESS**

This project was reviewed by staff at the September 10, 2013, Pre-Project Review Staff Committee (Pre-PRSC) meeting. Planning and Land Development Staff later met with the applicant/engineer on September 18, 2013, and suggested that the proposed bio-retention basin located on Lot 2 and Lot 3 be converted to bio-swales/trenches and be located along the lot frontages adjacent to the new proposed Street "A". Along with moving the bio-retention basin, the applicant was informed that a variance application would be required for the proposed reduced lot size and reduced street side yard setback for the tract. The applicant has worked with Planning and Land Development to revise the tentative tract map and grading plan. Plans were resubmitted and reviewed by City Staff and scheduled for a Planning Commission public hearing.

# Planning Commission Staff Report Page 4

# **ENVIRONMENTAL**

Planning staff has reviewed this project and determined 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 Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.

# **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**

Staff received the following responses to the Project Review Staff Committee transmittal; which was sent to all potentially affected reviewing agencies.

Agency Eastern Municipal Water District	Response Date September 19, 2013	Comments A plan of service will need to be developed by the developer's engineer, and reviewed/approved by EMWD prior to submitting improvement plans for Plan Check.
Riverside County Flood Control and Water Conservation District	October 1, 2013	The appropriate letters shall be obtained by the downstream property owners. The project is located within the limits of Sunnymead Area Drainage Plan for which fees have been adopted. Fees should be paid prior to grading permits. An encroachment permit shall be obtained for any construction related activities occurring within District right of way.

# STAFF RECOMMENDATION

**APPROVE** Resolution No. 2013-34, recommending that the Planning Commission:

- 1. **RECOGNIZE** that this project is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.; and
- 2. **APPROVE** PA13-0045 (Tentative Tract Map) and P13-125 (Variance) based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A of the resolution.

Prepared by:	Approved by:

Gabriel Diaz Chris Ormsby, AICP
Associate Planner Interim Planning Official

ATTACHMENTS:

- 1. Public Hearing Notice
- Planning Commission Resolution No. 2013-34 with Conditions of Approval attached as Exhibit A.
- 3. Reduced Grading Plan
- 4. Reduced Tentative Tract Map
- 5. Aerial Photograph
- 6. Zoning Map

This page intentionally left blank.



# 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: PA13-0045 (Tentative Tract Map 36598)

P13-125 (Variance)

**APPLICANT:** Habitat for Humanity

**OWNER:** Habitat for Humanity

REPRESENTATIVE: Karin Roberts, Habitat for Humanity

LOCATION: On Myers Ave. south side between Heacock

St. and Indian St. (APNs: 481-250-002 & 481-250-003)

**PROPOSAL:** A Tentative Tract Map application for an 8 lot single-family residential subdivision. A variance application for reduced minimum lot size and reduced side yard setbacks. Zone: Specific Plan 204 Village Residential (SP204VR)

**ENVIRONMENTAL DETERMINATION:** The project 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 Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.

COUNCIL DISTRICT: 1

**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 6:00 p.m., Monday through Thursday and 7:30 a.m. to 1:30 p.m. on the 2nd and 4th Friday of every month), 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 Ø

# PLANNING COMMISSION HEARING

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

DATE AND TIME: December 12, 2013 at 7 PM

**CONTACT PLANNER: Gabriel Diaz** 

PHONE: (951) 413-3226

**ATTACHMENT 1** 

This page intentionally left blank.

## RESOLUTION NO. 2013-34

A RESOL UTION OF THE PL ANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING PA13-0045 (TENTATIVE TRACT MAP 36 598) FOR AN EIGHT LOT SINGLE-FAMILY RESIDENTIAL SUBDIVISION, AND P13-125 A VARIANCE F OR REDUCED MINIMUM LOT SIZE AND A REDUCE D STRE ET SIDE Y ARD SET BACK LOCATED ON THE SOUTH SI DE OF MYERS AVENUE BETWEEN HEACOCK STREET AND INDIAN STREET. APNS: 481-250-002 AND 481-250-003

# **Section 1: Variance**

WHEREAS, Habitat for Humanity has filed an applic ation for the approval of PA13-0045 (Tentative Tract Map 36598) an eight lot single-family residential subdivision and P13-125 (Variance) as described in the title of this Resolution; and

**WHEREAS,** on December 12, 2013, the Plan ning Commission of the City of Moreno Valley held a meeting to consider the applications; and

**WHEREAS,** all legal prerequisites to the adopt ion of this Resolution have occurred; and

**WHEREAS,** there is hereby imposed on the s ubject development project certain fees, dedications, reservations and other exactions pursuant to state law and Cit y 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 Plannin g Commission during the above-referenced meeting on December 12, 2013, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
  - 1. That strict or literal int erpretation and enforcement of the spec ified regulation would result in prac tical difficulty or unnecessary

## ATTACHMENT 2

hardship not otherwis e shared by others within the surrounding area or vicinity.

FACT: The project site consist s of two long rectangular parcels. The applicant has combined the parc els to develop this propos ed single-family subdivis ion. Due to the long rectangular parcel shapes that are uni que and pose challenges when des igning projects to meet required minimu m lot si ze and street side yard setbacks, strict or literal inte rpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwis e shared by others within the surrounding area or vicinity

2. That there are ex ceptional or extraordi nary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

**FACT:** The project site consist s of two long rectangular parcels. The applicant has combined the parc els to develop this propos ed single-family subdivis ion. D ue to the long rectangular parcel shapes that are uni que and pose challenges when des igning projects to meet required minimu m lot si ze and street side yard setbacks, there are ex ceptional or extraordi nary circumstances or conditions applicable to the proper ty involved which do not apply generally to other properties in the vicinity and under the same zoning classification.

3. That strict or literal int erpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the vicinity and under the same zoning classification.

**FACT:** Due to site constraints (par cel shape), required minimum lot size for five lots, and side yard s etback area for one street side lot cannot be met, strict enforcement of the required 4,500 square foot lot size and the 15 foot street si de yard setback would deprive the applicant of privileges enjoyed by other property owners in the vicinity or under the same zoning classification.

4. That the granting of the varian ce will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

**FACT:** Approval of the variance would not constitute a grant of special privilege inconsistent with the limitations on other properties

in the vicinity and under the sam e zoning classification. There are other properties in the vicinity that would not comply with current standards for lot size and/or the street setback.

5. That the granting of the varian ce will not be detrimental to the public health, safety or welfare, or materially injurious to propertie s or improvements in the vicinity; and

**FACT:** The granting of a variance wo uld allow for development of an infill eight lot single-family subdivision and convert two empty lots into an area of residences occupied by eight home owners that must maintain their properties under the terms of Habitat for Humanity. The project as propos ed will not be detrimental to the public health, safety or welfare, or materially injurious to propertie s or improvements in the vicinity.

6. That the granting of a variance is consistent with the objectives and policies of the general plan and the intent of this title.

**FACT:** The granting of the variance is consistent with the objectives and policies of the General Plan and the intent of the Municipal Code. The applicant has attempted to meet Specific Plan lot size and street side yard setback requirements for the project site. If the minimum lot size and street side yard setback are not allowed to be partially reduced, this will result in a reduction in density. The variance will provide for equity in the use of the project site property, and will prevent unnecessary hardships that might result from a strict or liter al interpretation and enforcement of certain regulations.

# Section 2: Tentative Tract Map

**WHEREAS**, Habitat for Humanity has filed an applic ation for the approv al of PA13-0045 (Tentative Tract Map 36598), as described in the title of this Resolution; and

**WHEREAS,** on December 12, 2013, the Planning Commission of the City of Moreno Valley held a meeting to consider the application; and

**WHEREAS,** all legal prerequisites to the adopt ion of this Resolution have occurred; and

**WHEREAS,** there is hereby imposed on the s ubject development project certain fees, dedications, reservations and other exactions pursuant to state law and Cit y 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 Plannin g Commission during the above-referenced meeting on December 12, 2013, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
  - Conformance with General and Specific Plans That the proposed land divis ion is c onsistent with applicab le general and specific plans.
    - **FACT:** The proposed tentative tract map is consist ent with the General Plan des ignation of Spec ific Plan 204 Village Residential for the project site. The proposed tract map will subdivide a .95 net acre project site into eight single family lots for development. The proposed land division is consistent with existing goals, objectives, policies and programs of the Sunnymead Village Specific Plan 204.
  - 2. **Design Conformance with General and Specific Plans** That the design or improvement of t he proposed land div ision is consistent with applicable general and specific plans.
    - **FACT:** The tentative tract map as designed and cond itioned will provide improvements that are consistent with the requirements of the project site's General Plan land use designation of Specific Plan 204 Village Residential.
  - 3. **Physically Suitable for Proposed Development** That the site of the proposed land divis ion is physically suitable for the type of development.
    - **FACT:** The project site is compried of two rectangular shaped parcels with topography that gradually slopes from north to south. The project is located in the Sunnymead Village Specific Plan 204, on the south side of Myers A ve. between Heac ock Street and Indian Street. The site has been grubbed for weed abatement in the past. Overall, the project siels well suited for future development of single family residential land uses.

 Physically Suitable for Proposed Density – That the site of the proposed land div ision is physically suitable for the propose d density of the development.

**FACT:** The project site is c omprised of t wo rectangular shape d parcels with topography t hat gradually slopes from north to south. The tract map is designed in accordance with the provisions of the City's Municipal Code and Specific Plan 204 V illage Residential. The project site is physically suitable for the subdivision.

5. **Protection of Fish or Wildlife Habitat** – That the design of the proposed land division or the proposed improvements are not likely to cause s ubstantial environmenta I damage or substantially and unavoidably injure fish or wildlife or their habitat.

**FACT:** The project will not have a significant effect on the environment and is therefore exempt from the provisions of the California Environme ntal Quality Act (C EQA), as a Class 3 2 Categorical Exemption, CEQA Guid elines, Section 15332 for In-Fill Development. The project as conditioned and designed would result in less than significant impacts to Fish and Wildlife resources. The project has also been determined to be consistent with the Multiple Species Habitat Conservation Plan (MSHCP).

6. **Health, Safety and Welfare** – That the design of the proposed land division or the type of improvements are unlikely to cause serious public health problems.

**FACT:** As conditioned, the proposed tract map would not cause serious public health problems. The Eastern Municipal Wate of District will provide water and so ewer services to the project site. There are no konown hazardous conditions associated with the property, the design of the land division or the type of improvements.

7. **Easements** – That the design of the I and division or the type of improvements will no t conflict wit h ease ments acquired by the public at large for access through or use of property within the proposed subdivision.

**FACT:** The tentative tract map has been designed to accommodate and not c onflict with existing easements on the subject site including utility and storm drain easements.

8. **Consistent with Applicable City Ordinances** – That the proposed land division and the associat ed design and improvements are consistent with applicable ordinances of the city.

**FACT:** The tentative tract map is designed in accordance with the provisions of the City's Municipal Code.

9. **Passive or Natural Heating and Cooling** – That the design of the land division provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision.

**FACT:** The design of this tract map, to the extent feas ible, allows solar access for passive heating and oppor tunities for placement of shade trees and other vegetation for cooling.

 Regional Housing – That the effect of the proposed land divis ion on the housing needs of the region were considered and balanced against the public service needs of the residents of Moreno Valley and available fiscal and environmental resources.

**FACT:** The project does not exceed the planned density, the associated public service demand, or the demand fo r environmental resources envisioned by the Moreno Valley General Plan. The project will supp lement the City's fiscal resources by paying impact fees for public facilities. Additionally, future residents will pay Community Services District fees, property tax, sales tax and other taxes and fees that will be used to provide landscape maintenance as well as police, fire and other public services.

#### C. FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

1. Impact, mitigation and other f ees are due and pay able under currently applicable ordinances and resolutions. These fees may include but are not limited to: Developm ent Impact Fee, Trans portation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fe e, Area Drainage Plan fee, Bri dge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon in formation provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by the is resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3. 32 of the City of Moreno Valley Munici pal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

#### 2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approv al for PA13-0045 and P13-125, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

**3.** The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Se ction 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of an y impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective dat e of this resolution and any such protest must be in a manner that complies with Sect ion 66020(a) and failure to timely follow this procedur e will bar any subs equent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a not fice has been given similar to this, nor does it revive challenges to any fees for which ich the Statute of Limitations has previously expired.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2013-34 recogniz ing t hat the project qualifies as a Categorical Exemption under CEQA Guidelines Sect ion 15332, and approving PA13-0045 (Tentative Tract Map 36598) for an eight lot single-family subdivision and P13-125 (Variance) to reduce the minimum lot size and reduce the street side yar d setback subject to the attached conditions of approval included as Exhibit A.

APPROVED this 12th day of December, 2013.

	Meli Van Natta Chair, Planning Commission
ATTEST:	
Chris Ormsby, Interim Planning Official Secretary to the Planning Commission	
APPROVED AS TO FORM:	
City Attorney	_

Attached: Conditions of Approval

#### CITY OF MORENO VALLEY CONDITIONS OF APPROVAL FOR

#### TENTATIVE TRACT MAP 36598 Case No: PA13-0045

A.P.N.S: 481-250-002 & 481-250-003

Approval Date: Expiration Date:

The following conditions are attached for the following departments:

- X Planning (P), including Building (B), School District (S), Post Office (PO),
- X Police (PD)
- X Fire Prevention Bureau (F)
- X Public Works, Land Development (LD)
- X Public Works, Special Districts (SD)
- X Public Works Transportation (TE)

**Note:** All Special conditions are in bold lettering. All other conditions are standard to all or most development projects. (Include only those that apply)

#### **COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT**

#### **Planning Division**

#### **GENERAL CONDITIONS**

P1. This approval shall comply with all applicable requirements of the City of Moreno Valley Municipal Code.

#### Exhibit A

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

R - Map Recordation GP - Grading Permits CO - Certificate of

Occupancy or building final
WP - Water Improvement Plans
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

Environmental Quality Act
Ord - Ordinance DG - Design Guidelines Ldsc

nce DG - Design Guidelines Ldscp - Landscape
Development Guidelines and Specs

Res - Resolution UFC - Uniform Fire Code UBC - Uniform

Building Code

Building Code

SBM - Subdivision Map Act

- P2. This tentative map s hall expire thr ee years after the approval date of this tentative map unles s extended as pr ovided by the City of Moreno Valle y Municipal Code; otherwise it shall bec ome null and vo id and of no effect whatsoever in the ev ent the applicant or any successor in int erest fails to properly file a final map before the date of expiration. (MC 9.02.230, 9.14.050, 080)
- P3. The site s hall be dev eloped in accordance with the approved tentative map on file in the Community & Econom ic Development Department -Planning Divis ion, the Municipal Code r egulations, General Plan, and the conditions contained herein. (MC 9.14.020)
- P4. A drought tolerant, low water using landscape palette shall be utilized throughout the tract to the extent feasible.
- P5. All undeveloped portions of the site shall be maintained in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
- P6. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
- P7. (BP) Enhanced architectural treatments shall be included on the approved plans for all homes having side and/or reve rse frontages to public streets or open space areas.
- P8. All s ite plans, grading plans, lands cape and irrigation plans, and s treet improvement plans shall be coordinated for consistency with this approval.

#### **PRIOR TO GRADING**

- P9. (GP) Prior to issuance of grading permits, the developer shall pay the applicable Stephen's' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
- P10. (GP) Prior to the issuance of gradi ng per mits, final erosion control lands cape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to the Planning Div ision for review and ap proval for the phase in process. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer for that phase. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be lan dscaped and stabilized to minimize visual scarring. (GP Objective 1.5, MC 9.08.080, DG)

- P11. (GP) Prior to approval of precise grading plan, final front and street side yard landscape and irrigation plans s hall be su bmitted to the Planning Divis ion for review. The plans s hall be prepared in accordance with the City's Municipal Code and landscape specifications, and include required street trees.
- P12. (GP) If potential hist oric, archaeol ogical, or paleontologic al resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediat ely and a qualified perso n (meeting the Secretary of the Interior 's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleont ological resource. Determinations and recommendations by the consultant shall be implem ented as deemed appropriate by the Community & Economic Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, work in the affected area shall cease immediately and the County Coroner shall be notified. If it is determined that the remains are potentially Native American, the California Native American Heritage Commission and any and all affected Native American Indians tribes such as the Morongo Band of Mission Indians or the Pechanga Band of Luiseno Indians shall be notified and appropriate measures provided by State law shall be implemented. (GP Objective 23.3, DG, CEQA).

- P13. (GP) Prior to the issu ance of grading permits, a pr e-construction Burrowing O wl survey shall be completed with written documentation provided to the Planning Division. The survey shall be completed in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habita t Conservation Area.
- P14. (GP) Prior to issuance of grading permits, the developer shall submit wall/fence plans to the Planning Division for review and approval for a six (6) foot high solid decorative perimeter wall along the east, south, and west property lines. A decorative block wall shall be provided along the street side for corner lots. (MC 9.08.070)
- P15. (GP) Prior to issuance of grading permits, the developer shall submit wall/fence plans to the Planning Division for review and approval as follows:
  - A. Side and rear yard fences/walls (not adjacent to a right of way) are required to be constructed of decorative block, poly-vinyl or wood.

#### PRIOR TO RECORDATION OF FINAL MAP

P16. (R) Prior to final map recordation, subdivision phasing (including any proposed common open space or improvem ent phasing, if applicable), shall be subject to the Planning Div ision approval. Any proposed phasing shall provide for adequate vehicular access to all lots in each phase as determined by the City Transportation Engineer or designee and shall substantially conform to all intent and purpose of the subdivision approval. (MC 9.14.080)

#### PRIOR TO BUILDING PERMIT

- P17. (BP) Prior to issuance of build ing permits, the developer or developer's successor-in-interest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fe es (TUMF), Multi-species Hab itat Conservation Plan (MSHCP) mitigati on fees, and the City's adopted Development Impact Fees. (Ord)
- P18. (BP) Prior to issuance of building permits, final front and street side yard landscape and irrigation plans, and sl ope landscape plans and basin landsc ape plans, shall be approved.

#### PRIOR TO CERTIFICATE OF OCCUPANCY

- P19. (CO) Prior to the issuanc e of Certificates of Occup ancy or building final, slope landscape and irrigation shall be installed. Landscaping on lots not yet having dwelling units shall be maintained by the developer weed and disease free. (MC 9.03.040)
- P20. (CO) Prior to the issuance of Certificates of Occupancy or building final, all required and proposed fences and walls shall be constructed per the approved plans on file in the Planning Division. (MC 9.080.070)

#### **Building and Safety Division**

B-1 The above project shall comply with the current California Codes (CBC, CEC, CMC and the CPC) as well as all other city ordinances. All new projects shall provide a soils report. Plans shall be submitted to the Building Department as a separate submittal.

- B-3 All projects that will be serviced by a private sewage disposal system shall obtain approval from the Riverside County Envir onmental Health Department prior to submitting plans to the Building Department.
- B-4 (BP) Prior to the iss uance of a building permit, the applic ant shall submit a properly completed "Waste Management PI an" (WMP), as required, to the Compliance Official (Buildin g Official) as a portion of the building or demolition permit process.

#### **SCHOOL DISTRICT**

S-1. (BP) Prior to issuan ce of building permits, the de veloper shall provide to the Community & Economic Development Direct or a written certification by the affected school district that either: (1) the project has comp lied with the fee or other exac tion lev ied on the project by the governing board of the district, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the project.

#### **UNITED STATES POSTAL SERVICE**

PO-1. (BP) Prior to the is suance of building per mits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

#### POLICE DEPARTMENT

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

#### **Standard Conditions**

PD1. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security fencing is required if there is: c onstruction, unsecured struct ures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard as determined by the Public Works Department. If security fencing is required, it shall remain in place until the project is completed or the above conditions no longer exist. (DC 9.08.080)

- PD2. (GP) Prior to the iss uance of grading permits, a tem porary project identification sign shall be erected on the s ite in a se cure and visible manner. The sign shall be conspicuously posted at the site and remain in place until oc cupancy of the project. The sign shall include the following:
  - a. The name (if applicable) and address of the development.
  - b. The developer's name, address, and a 24-hour emergency telephone number. (DC 9.08.080)
- PD3. (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 Development Department Building Division for routing to the Polic e Department. (DC 9.08.080)

#### FIRE PREVENTION BUREAU

1. The following Standard Conditions shall apply.

With respect to the condition s of approval, the following fire protection measures shall be provided in accordance wit h Moreno Valley City Or dinances and/or recognized fire protection standards:

- F1. Final fire and life s afety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These c onditions will be bas ed on occupa ncy, use, California Building C ode (CBC), California Fire Code (CF C), and related codes, which are in force at the time of building plan submittal.
- F2. <u>Single F amily Dwellings.</u> Schedule "A" fir e prevention approved standard fire hydrants (6" x 4" x 2 ½") located at each intersection of all residential streets and spaced no more than 500 feet apart in any direction, more than 250 feet from any portion of the building as measured along approved emergency vehicular travel ways. Minimum fire flow shall be \_1000\_\_GPM for \_2\_ hours duration of 20 PSI. Where new water mains are extended along streets where hydrants are not needed for protection of structures or si milar fire problems, serving one and two-family residential developments, standard fire hydrants shall be provided at spacing not to exceed 1000 feet along the tract boundary for transportation hazards. (CFC 507.3 MVMC 8.36.060).
- F3. During phased const ruction, dead end ro adways and streets which hav e not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.2 and 503.2.5)

- F4. Prior to construction and issuance of building per mits, all locations where structures are to be bu ilt shall have an approved Fire Department emergency vehicular access road (all we ather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on str eet standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4 and MVMC 8.36.050 Section A)
- F5. Prior to construction and issuance of Building Permits, fire I anes and fir e apparatus access roads shall have an u nobstructed width of not less than twenty–four (24) feet as approved by the Fire Pr evention Bureau and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inc hes. (CFC 503.2.1 and MVMC 8.36.060[E])
- F6. Prior to issuance of Building Permits, the applicant/developer shall participate in the Fire Impact Mitigation Program. (Fee Resolution as adopted by City Council)
- F7. Prior to iss uance of Building Per mits, the applic ant/developer shall furnis h one copy of the water system plans to the Fi re Prevention Bureau for review. Plans shall:
  - a) Be signed by a registered civil engi neer or a certified fire protection engineer;
  - b) Contain a Fire Prevention Bureau approval signature block; and
  - c) Conform to hydrant type, location, spacing of new and existing hydrants and minim um fire flow required as determined by the Fire Prevention Bureau.

After the local water company signs the pl ans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to be ginning construction. They shall be maintained accessible.

Existing fire hydrants on public streets ar e allowed to be cons idered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507.5)

- F8. Prior to issuance of Certificate of O ccupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fi re hydrant locations in accordance wit h City specifications. (CFC 509.1)
- F9. Prior to issuance of Certificate of Occupancy or Building Final, all residential dwellings shall display street numbers in a prominent lo cation on the street side

- of the residence in such a position t hat the numbers are easily v isible to approaching emergency vehicles. The numbers shall be located consistently on each dwelling throughout the development. The numerals shall be no less t han four (4) inches in height and shall be low voltage lighted fixtures. (CFC 505.1)
- F10. Prior to issuance of Certificat e of Occupancy or Building F inal, the applicant/developer shall in stall a fire sprinkler system based on square footage and type of construction, occupancy or us e. Fire sprinkler plans shall be submitted to the Fire Prevention Bureau fo r approval prior to installation. (CFC Chapter 9)
- F11. Prior to issuance of Certificat e of Occupancy or Building F inal, the applicant/developer must submit a simple plot plan, a simple floor plan, and other plans as r equested, each as an electroni c file in .dwg format, to the Fire Prevention Bureau. Alternate file forma ts may be acceptable with approval by the Fire Chief.
- F12. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
- F13. Prior to is suance of the buildin g permit for development, independent paved access to the nearest paved road, maintain ed by the City shall be designed and constructed by the developer within the public right of way in accordanc e with City Standards. (MVMC 8.36.060)
- F14. Complete plans and s pecifications for fire ala rm systems, fire-extinguishing systems (i ncluding automatic sprinkle rs or standpipe systems), clean agent systems (or other special types of automatic fire-extingu ishing systems), as well as other fire-protection systems and appurtenances thereto shall be submitted to the Moreno Valley F ire Prevention Bure au for review and approval prior to system installation. Submittals shall be in accordance wit h CFC Chapter 9 and associated accepted national standards.
- F15. 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)
- F16. 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)

- F17. The Fire Prevention Bur eau shall maintain the auth ority to ins pect, as often as necessary, buildings and premis es, including such of her hazards or appliances designated by the Fir e Chief for the pur pose 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)
- F18. Permit requirements issued, which des ignate 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)
- F19. In accordance with the California Fi re Co de Appe ndix C hapter 1, where no applicable standards or require ments are set forth in this code, or contained within other laws, codes, regulations, or dinances 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)
- F20. Any alterations, demolitions, or change in design, occupanc y and use of buildings or site will require plan subm ittal to the F ire Prevention Bureau wit h review and approval prior to installation. (CFC Chapter 1)
- F21. Emergency and Fire Protection Plans sh all be provided when required by the Fire Prevention Bureau. (CFC Section 105)
- F22. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.

#### PUBLIC WORKS DEPARTMENT - LAND DEVELOPMENT DIVISION

**Note:** All Special Conditions are in **Bold** lettering and follow the standard conditions.

The following are the Public Works Department – Land Development Division Conditions of Approval for this sproject and shall be completed at no cost to any government agency. All questions regarding the intent of the following conditions shall be referred to the Public Works Department – Land Development Division.

#### **General Conditions**

LD1. (G) The developer shall c omply wit h all applicable City ordinanc es and resolutions including the City's Municipal Code (MC) and if su bdividing land, the

Government Code (GC) of the State of California, specifically Sections 66410 through 66499.58, said sections also referred to as the Subdivision Map Act (SMA). (MC 9.14.010)

- LD2. (G) If the project involves the subdivision of land, maps may be developed in phases wit h the approval of the City Engineer. Finan cial security shall be provided for all improvements associat ed with each phase of the map. The boundaries of any multiple map increment shall be subject to the approval of the City Engineer. The City Engin eer may require the dedicat ion and construction of necessary utilities, str eets or other improvement s outside the area of any particular map, if the improvements are needed for circulation, parking, access, or for the welfare or sa fety of the public. (MC 9.14.080, GC 66412 and 66462.5) If the project does not involve the subdivi sion of land and it is necessary to dedicate right-of-way/easements, the devel oper shall make the appropriate offer of dedic ation by separate inst rument. The City Engineer may require the construction of necessary utilitie s, st reets or other improvements beyon d the project boundary, if the im provements are needed for circulation, parking, access, or for the welfare or safety of the public.
- LD3. (G) It is understood that the tentative map/master plot plan/plot plan/cond itional use permit correctly shows all existing easements, traveled ways, and drainage courses, and that their omission may require the map or plans associated with this application to be resubmitted for further consideration. (MC 9.14.040)
- LD4. (G) In the event right-of-way or offsite easements are required to construct offsite improvements necessary for the orderly development of the surrounding area to meet the public health and sa fety needs, the developer shall make a good faith effort to acquire the needed right-o f-way in acc ordance with the Land Development Division's adminis trative policy. In the event that the develope r is unsuccessful, he shall enter into an agr eement with the City to acquire the necessary right-of-way or offsite easem ents and complete the improvements at such time the City acquires the right-of-way or offsite easements which wil permit the improvements to be made. The developer shall be re sponsible for all costs associated with the right-of-way or easement acquisition. (GC 66462.5)
- LD5. (G) If improvements associated with this project are not initiated within two years of the date of approval of the Public Improvement Agreement, the City Engineer may require that the improvement cost estimate associated with the project be modified to reflect current City construction costs in effect at the time of request for an extension of time for the Public Improvement Agreement or issuance of a permit.
- LD6. (G) The developer shall monit or, s upervise and c ontrol all c onstruction and construction supportive activities, so as to prevent these activities from causing a

public nuis ance, including but not limited to, insuring strict adherence to the following:

- (a) Removal of dirt, debris, or other construction material depos ited on any public street no later than the end of each working day.
- (b) Observance of working hours as st ipulated on permits issue d by the Public Works Department.
- (c) The construction site shall accommodate the parking of all motor vehic les used by persons working at or providing deliveries to the site.
- (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirement s shall be adhered to during the grading operations.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, develo per or contractor(s) to remedies as noted in the City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

- LD7. (G) The developer shall protect downs tream properties from damage caused by alteration of drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities, including, but not limited to, modifying existing facilities or by securing a drainage easement. (MC 9.14.110)
- LD8. (G) Public drainage easements, when required, shall be a minimum of 25 feet wide and shall be shown on the map and plan, and noted as follows: "Drain age Easement no structures, obstructions , or encroachments by land fills are allowed." In addition, the grade within t he easement area shall not exceed a 3:1 (H:V) slope, unless approved by the City Engineer.
- LD9. (G) For single family residential s ubdivisions, all lots shall drain toward the street unless otherwise approved by the City Engineer. Resident ial lot drainage to the street shall be by side yard swales and include yard drain pipes and inlet grates (or stubbed and capped if area is not yet landscaped) that convey flows to the street in accordance to City Standard No . 303 indep endent of adjacent lots. No over the sidewalk drainage shall be allowed, a ll drainage shall be directed to a driveway or drainage devices located outside the right-of-way. (MC 9.14.110)

- LD10. (G) A detailed drainage study shall be submitted to the City Engineer for review and approval at the time of any improvem ent or grading plan submittal. The study shall be prepared by a registered ci vil engineer and shall include existing and proposed hydrologic condit ions. Hydr aulic calculations ar e required for all drainage control devices and storm drain lines. (MC 9.14.110). Prior to approval of the related improvement or grading plans, the devel oper shall submit the approved drainage study, on compact disk, in (.pdf) digital format to the Land Development Division of the Public Works Department.
- LD11. (G) Prior to final map approval, c ommencing applicable street improvements, or obtaining the first building permit, the developer shall enter in to a Development Impact Fee (DIF) Improvement Credit Agreement to secure credit and reimbursement for the construction of applicable arterial street, traffic signal, and/or interchange improvements. If the developer fails to complete this agreement prior to the timing as specified above, no credits or reimbursements will be given. The applicant shall pay Are terial Streets, Traffic Signals, and Interchange Improvements development impact fees adopted by the City Council by resolution. (Ord. 695 § 1.1 (part), 2005) (MC 3.38.030, .040, .050)
- LD12. (G) Prior to final map approval, c ommencing applicable street improvements, or obtaining the first building permit, the devel oper shall enter into a Transportation Uniform Mitigation Fee (TUMF) Improvement Credit Agreement to secure c redit and reimbursement for the construction of applicable improvements. If the developer fails to complete this agreement by the timing as spec ified above, no credits or reimbursements will b e given for any work. Prior to approval of the TUMF Improvement Credit Agr eement, an approved engineer 's cost estimate and street improvement plan are required.
- LD13. (G) The final conditions of appr oval issued by the Planning Division subsequent to Planning Commis sion approval shal. I be photographically or electronic ally placed on mylar sheets and included in the Grading and Street Improvement plan sets on twenty-four (24) inch by thirty-six (36) inch mylar and submitted with the plans for plan check. These conditions of approval shall become part of these plan sets and the approved plans shall be available in the field during grading and construction.

#### Prior to Grading Plan Approval or Grading Permit

LD14. (GPA) Prior to approval of the grading plans, plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch my lar and signed by a regi stered civil engineer and other registered/licensed professional as required.

- LD15. (GPA) Prior to approv al of grading plans, the dev eloper shall ensure compliance with the City Grading ordinance, these Conditions of A pproval and the following criteria:
  - a. The project street and lot grading shall be designed in a manner that perpetuates the exis ting natural dr ainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.
  - b. Any grading that creates cut or fill slopes a djacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.
  - c. A grading permit shall be obtained from the Public Works Department Land Dev elopment Division prior to commencement of any grading outside of the City maintained road right-of-way.
  - d. All improvement plans are substantially complete and appropriate clearance and at-risk letters are provided to the City. (MC 9.14.030)
  - e. The developer shall s ubmit a soils and geologic report to the P ublic Works Department Land Dev elopment Division. The report shall address the soil's stability and geological conditions of the site.
- LD16. (GPA) Prior to grading plan approval, the developer shall se lect and implement treatment control best management practices (BMPs) that are medium to highly effective for treating Pollutants of Concern (POC) for the project. Projects where National Pollution Dischar ge Elimination System (N PDES) mandates water quality treatment control best management practices (BMPs) shall be designed per the City of Moreno Valley guidelines or as approved by the City Engineer.
- LD17. (GPA) Prior to approval of the grading plans for projects that will result in discharges of storm water associated with construction with a so il disturbance of one or mor e acres of land, the developer shall submit a Notic e of Intent (NOI) and obtain a Waste Discharger 's Identification number (WDID#) from the State Water Quality Control Board (SWQCB). The WDID# shall be noted on the grading plans prior to issuance of the first grading permit.
- LD18. (GPA) Prior to grading plan appr oval, the developer shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in conf ormance with the state's Construction Activities Storm Water Gener al Permit. A c opy of the current SWPPP shall be kept at the project site and be available for review upon request. The SWPPP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format.

- LD19. (GPA) Prior to the approval of t he grading plans, the developer shall pay applicable remaining grading plan check fees.
- LD20. (GPA/MA) Prior to the later of ei ther grading plan or final map approval, resolution of all drainage issues shall be as approved by the City Engineer.
- LD21. (GP) Prior to the issuance of a gr ading permit the developer shall s ubmit recorded slope easements from adjacent la ndowners in all areas where grading resulting in slopes is proposed to take place outside of the project boundaries. For all other offsite grading, written permission from adjacent property owners shall be submitted.
- LD22. (GP) Prior to issuance of a grading permit, if the project does not involve the subdivision of land and if the developer chooses to construct the project in construction phases, a Construction Phasing Plan for the construction of on-site public and private improvements shall be reviewed and approved by the City Engineer.
- LD23. (GP) Prior to issuance of a grading permit, if the fee has not already been paid prior to map approval or prior to i ssuance of a building permit if a grading permit is not required, the developer shall pa y Area Drainage Plan (ADP) fees. The developer shall provide a re ceipt to the City showing that ADP fees have been paid to Riv erside County Flood Control and Water Conservation District. (MC 9.14.100)
- LD24. (GP) Prior to issuance of a grading permit, security, in the form of a cash deposit (preferable), letter of credit, or performance bond shall be required to be submitted as a guarantee of the completion of the grading required as a condition of approval of the project.
- LD25. (GP) Prior to issuance of a grading permit, the developer shall pay the applicable grading inspection fees.

#### Prior to Map Approval or Recordation

- LD26. (MA) Prior to approval of the map, a II street dedications shall be irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer. All dedications shall be free of all encumbrances as approved by the City Engineer.
- LD27. (MA) Prior to approval of the map, security shall be required to be submitted as a guarantee of the completion of the improvements required as a condition of approval of the project. A public improvement agreement will be required to be executed.

- LD28. (MA) Prior to approval of the map, the developer s hall enter into an agreement with the City and Riverside County Flood Control and Water Conservation District establishing the terms and conditions covering the inspection, operation and maintenance of Master Drainage Plan facilities required to be constructed as part of the project. (MC 9.14.110)
- LD29. (MR) Prior to recordation of the map the developer shall c omply with the requirements of the City Engineer bas ed on recommendations of the Riverside County Flood Control District regarding the construction of County Master Plan Facilities. (MC 9.14.110)
- LD30. (MR) Prior to recordation of the map, if the developer chooses to construct the project in construction phases, a Construction Phas ing Plan for the construction of on-site public and priv ate improvements shall be reviewed and approved by the City Engineer. This approval must be obtained prior to the Dev eloper submitting a Phasing Plan to the California State Department of Real Estate.
- LD31. (MR) Prior to recordation of the map, if applicable, the developer shall have all street names approved by the City Engineer. (MC 9.14.090)

#### Prior to Improvement Plan Approval or Construction Permit

- LD32. (IPA) Prior to approval of the improvement plans, the improvement plans shall be drawn on twenty-four (24) inch by thir ty-six (36) inc h mylar and signed by a registered civil engineer and other registered/licensed professional as required.
- LD33. (IPA) Prior to approval of the improvement plans, the developer shall submit clearances from all applicable agencies, and pay all outstanding plan check fees. (MC 9.14.210)
- LD34. (IPA) All public improvement plans prepared and signed by a registered civil engineer in accordance wit h City standards, policies and requirements shall be approved by the City Engineer in order fo r the Public Improvement Agreement and accompanying security to be executed.
- LD35. (IPA) Prior to approval of the im provement plans, securities and a public improvement agreement shall be require d to be submitted and executed as a guarantee of the completion of the improvements required as a condition of approval of the project.
- LD36. (IPA) The street im provement plans shall comp ly with all applicable City standards and the following design standards throughout this project:

- a. Corner cutbacks in c onformance with City Standard 208 shall be shown on the final map or, if no map is t o be recorded, offered for dedic ation by separate instrument.
- Lot acces s to major thoroughfar es shall be r estricted except at intersections and appr oved entrances and shall be so noted on the final map. (MC 9.14.100)
- c. The minimum centerline and flow li ne grades shall be one percent unless otherwise approved by the City Engineer. (MC 9.14.020)
- d. All street intersections shall be at ninety (90) degrees pl us or minus five (5) degrees per City Standard No. 706A, or as approved by the City Engineer. (MC 9.14.020)
- e. All reverse curves shall include a minimum tangent of one hundred (100) feet in length.
- LD37. (IPA) Prior to approval of the improvement plans, the plans shall be based upon a centerline profile, extending beyond the project boundaries a minimum distance of 300 feet at a grade and al ignment approved by the City Engineer. Design plan and profile information shall inc lude the minimum 300 feet beyond the project boundaries.
- LD38. (IPA) Prior to approval of the i mprovement plans, the plans s hall indicate any restrictions on trench repair pavement cuts to reflect the Cit y's moratorium on disturbing newly-cons tructed pavement less than three years old and recently slurry sealed streets less t han one year old. Pavement cuts for trench repairs may be allowed for emergency repairs or as specifically approved in writing by the City Engineer.
- LD39. (IPA) Prior to street improvement plan approval, all dry and wet utilities shall be shown on the plans and any crossings shall be potholed to determine actual location and elevation. Any conflicts shall be identified and addressed on the plans. The pothole survey data shall be submitted to Land Development with the public improvement plans for reference purposes only. The developer is responsible to coordinate with all affected utility companies and bear all costs of any utility relocations
- LD40. (IPA) Prior to approval of the improvement plans, the developer is required to bring any existing ac cess ramps adjacent to and fronting the project to current ADA (Ame ricans with Disab ilities Act) requirements. However, when work is required in an intersection that involves or impacts existing access ramps, those

- access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless approved otherwise by the City Engineer.
- LD41. (IPA) Prior to approval of the improvement plans, drainage facilities with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided. (MC 9.14.110)
- LD42. (IPA) Prior to the approval of the improvement plans, the hydrology study shall show that the 10-year storm flow will be contained within the curb and the 100-year storm flow shall be contained within the street right-of-way. In addition, one lane in each direction shall not be used to carry surface flows during any storm event for street sections equal to or larger than a minor arterial. When any of these criteria is exceeded, additional drainage facilities shall be installed. (MC 9.14.110 A.2)
- LD43. (IPA) The project shall be des igned to accept and properly convey all off-site drainage f lowing ont o or through the si te. All storm drain design and improvements shall be subject to review and approval of the City Engineer. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of the Development Code will apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, as in the case where one travel lane in each direction shall not be us ed for drainage conveyance for emergency vehicle access on streets classified as minor arterials and greater, the developer shall provide adequate facilities as approved by the Public Works Department Land Development Division. (MC 9.14.110)
- LD44. (CP) All work performed within the City right-of-way requires a construction permit. As determined by the City Engineer , security may be required for work within the right-of-way. Security shall be in the form of a ca sh deposit or other approved means. The City En gineer may require the execution of a public improvement agreement as a condition of the issuance of the construction permit. All inspection f ees shall be paid prior to issuance of construction permit. (MC 9.14.100)
- LD45. (CP) Prior to issuance of a construction permit, all public improvement plans prepared and signed by a registered civil engineer in accordance with City standards, policies and requirements shall be approved by the City Engineer.
- LD46. (CP) Prior to issuance of construction permits, the developer shall pay all applicable inspection fees.

#### **Prior to Building Permit**

- LD47. (BP) Prior to issuance of building permits, if the project involves a residential subdivision, the map shall be recorded (excluding model homes). (MC 9.14.090)
- LD48. Prior to the issuance of the Building permit, if there are any conflicts with dry and/or wet utilities identified on the public improvement plans, the developer shall provide the City with a copy of the utility relocation plan approved by the utility purveyor.
- LD49. (BP) Prior to issuanc e of building permits for non-subd ivision projects, all street dedications shall be ir revocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer. All dedications s hall be free of all encumbrances as approved by the City Engineer.
- LD50. (BP) Prior to issuance of a building permit, this project is subject to requirements under the current permit for storm water activities required as part of the National Pollutant Discharge El imination System (NPDES) as mandated by the Federal Clean Water Act. Following are the requirements:
  - a. Select one of the follo wing options to meet the financial responsibility to provide storm water utilities services for the required continuous operation, maintenance, monitoring system evaluations and enhancements, remediation and/or replacement, all in accordance with Resolution No. 2002-46.
    - Participate in the mail ballo t proceeding in compliance with Proposition 218, for the Resident ial NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process, or
    - ii. Establish an endowm ent to cover fu ture maintenance costs for the Residential NPDES Regulatory Rate Schedule.
  - Notify the Special Districts Division of the intent to obtain a building permit 90 days prior to the City's issuance of a building permit and the financial option selected. (California Government Code & Municipal Code)
- LD51. (BP) Prior to issuance of a building permit, all pads shall meet pad elevations per approved plans as noted by the setting of "Blue-top" markers installed by a registered land surveyor or licensed engineer.
- LD52. (BP) Prior to issuance of a building permit, the developer shall submit for review and approval, a Waste Management Plan (W MP) that shows data of waste tonnage, supported by original or certified photocopies of receipts and weight tags or other records of measurement from recycling companies and/or landfill

and disposal companies. The Wast e Management Plan shall contain the following:

- a. The estimated volume or weight of project waste to be generated by material type. Project waste or debris may consist of vegetative materials including trees, tree parts, shrubs, stumps, logs, brush, or any ot her type of pl ants that are cl eared from a si te. P roject waste may al so include roadwork removal, rocks, soils, concrete and other material that normally results from land clearing.
- b. The maximum volume or weight of such materials that can be feasibly diverted via reuse and recycling.
- c. The vendor(s) that the applicant proposes to use to haul the materials.
- d. Facility(s) the materials will be hauled to, and their expected diversion rates.
- e. Estimated volume or we ight of clearing, grubbing, and grading debris that will be landfilled .

Approval of the WMP requires that at le ast fifty (50) percent of all clearing, grubbing, and grading debris generated by the project s hall be diverted, unless the developer is gran ted an exemption. Exemptions for diversions of less t han fifty (50) percent will be reviewed on a case by case basis. (AB939, MC 8.80)

#### Prior to Certificate of Occupancy

- LD53. (CO) Prior to issuanc e of the last ce rtificate of occupancy or building final, the developer shall pay all outstanding fees.
- LD54. (CO) The City of Mor eno Valley has an adopted De velopment Impact Fee (DIF) nexus study. All projects unles so ther wise exempted shall be subject to the payment of the DIF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD55. (CO) The City of Moreno Valley has an adopted area wide Transportation Uniform Mitigation Fee (TUMF). All projects unless otherwise exempted shall be subject to the payment of the TUMF prio r to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD56. (CO) Prior to issuance of a c ertificate of occupancy or building final, the developer shall construct all public improvements in conformance with applicable City standards, except as noted in the Special Conditions, inc luding but not limited to the following applicable improvements:

- a. Street improvements in cluding, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandr el, sidewalks, drive approaches, pedestrian ramps, street lights, signing, s triping, under sidewalk drains, landscaping and irrigation, medi ans, redwood header boards, pavement tapers/transitions and traffic control devices as appropriate.
- b. Storm drain facilities includ ing, but not limited to: storm drain pipe, storm drain laterals, open channels, catch basins and local depressions.
- c. City-owned utilities.
- d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
- e. Under grounding of existing an d proposed utility lin es less than 115,000 volts.
- f. Relocation of overhead electric al utility lines including, but not I imited to: electrical, cable and telephone.
- LD57. (CO) Prior to issuance of a certificate of occupancy or building final, all existing and new utilities adjacent to and on-sit e shall be placed underground in accordance with City of Moreno Valley ordinances. (MC 9.14.130)
- LD58. (CO) Prior to issuance of a certificate of occupancy or building final for residential projects, the last 20% or last 5 units (whichever is greater, unless as otherwis e determined by the City Engineer) of any Map Phase, punch list work for improvements and capping of streets in approved for acceptance by the City.
- LD59. (CO) Prior to issuance of a certif icate of occupancy or building final for any Commercial/Industrial facility, whichever occurs first, the owner may have to secure coverage under the State's Gener al Industrial Activities Storm Water Permit as issued by the State Water Resources Control Board.

#### Prior to Acceptance of Streets into the City Maintained Road System

LD60. (AOS) Aggregate slur ry, as defined in Section 203-5 of Stand ard Specifications for Public Works Construction, may be required just prior to the end of the one-year warranty period of the public streets at the discretion of the City Engineer. If slurry is required, the developer/contractor must provide a slurry mix design submittal for City Engineer approval. The latex additive shall be Ultra Pave 70 (for anionic – per project geot echnical report) or Ultra Pave 65 K (for cationic – per project geotechnical report) or an approved equal. The latex shall be added

at the emulsion plant after weighing the as phalt and before the addition of mixing water. The latex shall be added at a rate of two to two-and- one-half (2 to 2½) parts to one-hundred (100) parts of emulsion by volum e. Any existing striping shall be removed prior to slurry application and replaced per City standards.

#### **SPECIAL CONDITIONS**

- LD61. The developer shall submit for review and approval the following plans which shall be submitted on (24"x36" sheet size) for review and approval as well as additional plans deemed necessary by the City during the plan review process: Final Map, Rough Grading Plan, Precise Grading Plan, Street Improvement Plan, Signing and Striping Plan, Storm Drain Plan, and Sewer & Water Plan. As-Built Plans of all "plans" listed above shall also be submitted for review and approval.
- LD62. Prior to rough grading plan approval, this project shall demonstrate, via a final drainage study, that the increased runoff resulting from the development of this site is mitigated. During no storm event shall the flow leaving the site in the developed condition be larger than that of the predeveloped condition. The drainage study shall analyze the following events: 1, 3, 6 and 24-hour duration events for the 2, 5, 10 and 100-year storm events. The applicant understands that additional detention measures, beyond those shown on the tentative map and preliminary drainage study, may be required.
- LD63. Prior to any grading plan approval, the plans shall clearly show the extents of all existing and proposed easements located on within the tract boundary. All building structures shall be constructed outside of the easements.
- LD64. Prior to issuance of building permit, the precise grading plans shall be approved.
- LD65. Prior to issuance of occupancy permits, all overhead utility lines less than 115,000 volts fronting or within the entire project site boundary shall be placed underground per Section 9.14.130C of the City Municipal Code. This may require undergrounding of utilities to the nearest off-site adjacent pole.
- LD66. Prior to final map approval, the Developer shall guarantee the construction of the following improvements by entering into a public improvement agreement and posting security. The improvements shall be completed prior to the first occupancy or as otherwise determined by the City Engineer:

- a. Myers Street the applicant shall schedule a walk through with a Public Works Inspector to inspect existing improvements within public rightof-way along Myers Avenue. The applicant will be required to install, replace and/or repair any missing, damaged or substandard improvements. The applicant shall post security to cover the cost of the repairs and complete the repairs within the time allowed in the public improvement agreement used to secure the improvements.
- b. "A" Street Modified Local Street, City Standard 108b (50-foot RW / 36-foot CC) shall be constructed to full-width, within the tract's boundary, as shown on the tentative tract map. The appropriate right-of-way dedications shall be shown on the final map. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, driveway approaches, cross gutter, any necessary drainage structures including catch basins, local depressions, storm drain laterals and storm drains, streetlights, pedestrian access ramps, and dry and wet utilities.
- c. Driveway approaches shall be constructed per City Standard No. 117B
- d. The proposed 10-foot water quality/drainage easement and 3-foot public utility easement (P.U.E.) on each lot shall be shown on the Final map.
- e. A separate drainage easement for emergency overflow purposes shall be identified along the southerly property line of Lot 3. The easement shall be shown on the Final Map.
- LD67. Overall, the proposed treatment control concept is accepted as the conceptual treatment control BMP for the project. The Applicant has proposed to incorporate the use bioretention/filtration trenches along each lot frontage. Final design details of the treatment control BMP shall be submitted on the precise grading plans for review and approval by the City Engineer.

#### FINANCIAL & MANAGEMENT SERVICES DEPARTMENT

#### **Special Districts Division**

Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering. All other conditions are standar d to all or most developmen t projects.

#### **Acknowledgement of Conditions**

The following items are Special Districts' Conditions of Approval for project **PA13-0045**; this project shall be completed at no cost to any Government Agency. All questions regarding Special Districts' Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Special Districts Divis ion of the Financial & Management Services Department 951.413.3480 or by emailing specialdistricts@moval.org.

#### **General Conditions**

- SD-1 The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services Dis tricts Zones A (Parks & Community Services), B (Residential Street Lighting), and C (Arterial Street Lighting). All a ssessable parcels therein shall be subject to annual parcel taxes for Zone A and Zone C and shall be subject to an annual parcel charge for Zone B for operations and capital improvements.
- SD-2 Any damage to existing landscape areas maintained by the Moreno Valley Community Services District due to project construction shall be repaired/replaced by the dev eloper, or developer's suc cessors in interest, at no cost to the Moreno Valley Community Services District.
- SD-3 Street light Authorization forms, for all street lights that are conditioned to be installed as part of this projec t, must be submitted to the Special Districts Division for approval, prior to st reet light installation. The Street light Authorization form can be obtained from the utility company providing electric service to the project, eit her Moreno Valley Utility or So uthern California Edison.

#### **Prior to Recordation of Final Map**

- SD-4 (R) This project has been conditioned to provide a funding source for the continued maintenance, enhancement, a nd or retrofit of parks, open spaces, linear parks, and/or trail system s. In order for the Dev eloper to meet the financial responsibilities to fund the defined maintenance, one of the options as outlined below shall be selected. The Developer must notify Special Districts of intent to record final map 90 days prior to City Council action authorizing recordation of the map and the financia I option selected to fund the continued maintenance.
  - a. Participate in a special election for annexation into **Community** Facilities District No. 1; or

b. Establish an endowm ent to co ver future maintenance costs for new neighborhood parks.

Annexation to CFD No. 1 shall be completed <u>or</u> proof of payment to establish the endowment shall be provided prior to the issuance of the first building permit for this project.

- SD-5 (R) This pr oject has been identified to be included in the formation of a Community Facilities Dis trict (Mello-Roos) for **Public Safety** services, including b ut not limit ed to Po lice, Fi re Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owne r(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the developer shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district that may already be established. The Developer must notify Special Districts of intent to record final map 90 days prior to City Council action authorizing recordation of the map. (California Government Code)
- SD-6 (R) This project is conditioned to provide a funding s ource for the capital improvements, energy charges, and ma intenance for residential street lighting. In order for t he Developer to meet the financial responsibility to maintain the defined service, one of the options as outlined below shall be selected. The Developer mu st notify Special Districts of intent to record final map 90 days prior to City Counc il action authorizing recordation of the map and the financ ial option se lected to fund the continued maintenance.
  - a. Participate in a ballot proceeding for residential street lighting and pay all assoc iated costs with the ballot process and formation costs, if any. Financing may be structured through a Community Services District zone, Community Facilities District, Landscape and Lighting Maintenance District, or other financing structure as determined by the city; or
  - b. Establish a Home Owners Asso ciation (HOA) to ma intain the residential street lights; or
  - c. Establish an endowm ent to co ver future maintenance costs for the residential street lights.

The financial option selected shall be in place prior to the issuance of the first building permit.

- SD-7 Residential (R) If Land Development, a Div ision of the Public Works Department, requires this project to supply a funding source necessary to provide, but not limit ed to, stormwater utilities services for the required continuous operation, ma intenance, monitoring, system evaluations and enhancements, remediation and/or replacement, the developer must notify Special Districts of intent to record final map 90 days prior to City Council action authorizing recordation of the map and the financial option selected to fund the continued maintenance. (California Government Code)
- SD-8 (R) Prior to recordation of the fi nal map, the developer, or the dev eloper's successors or assignees, shall record with the County Recorder's Office a **Covenant of Assessments** for each assessable par cel therein, whereby the developer covenants the existence of the Moreno Valley Community Services District, its established benefit zones, and that said parcel(s) is (are) liable for payment of annua I benefit zone charges and the appropriate National Poll utant Discharge Elimination System (NPDES) maximum regulatory rate schedule when due. A copy of the recorded Covenant of Assess ments shall be submitted to the S pecial Districts Division. For a copy of the Covenant of Assessments form, please contact Special Districts, phone 951.413.3480.

#### **Prior to Building Permit Issuance**

SD-9 (BP) Prior to the issuance of the first building permit for this project, the developer shall pay Advanced Energy fees for all applicable Zone B (Residential Street Lighting) and/or Zone C (Arter ial Street Lighting and Intersection Lighting) street lights required for this development. Payment shall be made to the City of Moreno Valley, as collected by the Land Development Division, based upon the Advanced Energy fee rate in place at the time of payment, as set forth in the current Listing of City Fees, Charges and Rates, as adopted by City Council.

The developer shall provide a receipt to the Special Districts Division showing that the Advanced Energy fees have been paid in full for the number of street lights to be accepted into the CSD Zone B and/or Zone C programs. Any change in the project which may increase the number of street lights to be installed will require payment of additional Advanced Energy fees at the then current fee.

#### <u>Transportation Engineering Division – Conditions of Approval</u>

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

Based on the information contained in our standard review process we recommend the following conditions of approval be placed on this project:

#### **GENERAL CONDITIONS**

- TE1. Myers Avenue is classified as a Collector modified (60'RW/40'CC) per City Standard Plan No. 107, modified. Any improvements to the roadway shall be per City standards.
- TE2. "A" Street is classified as a Modified Local Street (50'RW/36'CC) per City Standard Plan No. 108B. Any improvements to the roadway shall be per City standards.
- TE3. The Lot 1 driveway shall include a turn-around paved surface such that vehicles can exit the driveway without backing into Myers Avenue.
- TE4. Driveways shall conform to Section 9.11.080, and Table 9.11.080-14 of the City's Development Code Design Guidelines and City of Moreno Valley Standard No. 117B for residential driveway approach.
- TE5. A corner cut back at t he Myers Avenue/"A" Street inters ection shall be requ ired per City Standard Plan No. 208.
- TE6. The cul-de-sac shall conform to City Standard Plan No. 124.
- TE7. Conditions of approval may be modified or added if a phasing plan is submitted for this development.

#### PRIOR TO IMPROVEMENT PLAN APPROVAL OR CONSTRUCTION PERMIT

- TE8. Prior to final approval of the street improvement plans, the Myers Avenue curb between the Lot 1 driveway and "A" Street shall be designed for red curb per CAMUTCD and City standards.
- TE9. Prior to the final approval of the street improvement plans, a si gning and stripin g plan shall be prepared per Ci ty of Moreno Valley Standard Plans Section 4 for all streets.
- TE10. Prior to issuance of a construction permit, construction traffi c control plans prepared by a qualified, regi stered Civil or T raffic engineer may be required for

- plan approval or as required by the City Traffic Engineer.
- TE11. Prior to final approval of the street improvement plans, the project plans shall demonstrate that sight distance at proposed streets and driveway s conforms to City Standard Plan No. 125A, B, C.

#### PRIOR TO CERTIFICATE OF OCCUPANCY OR BUILDING FINAL

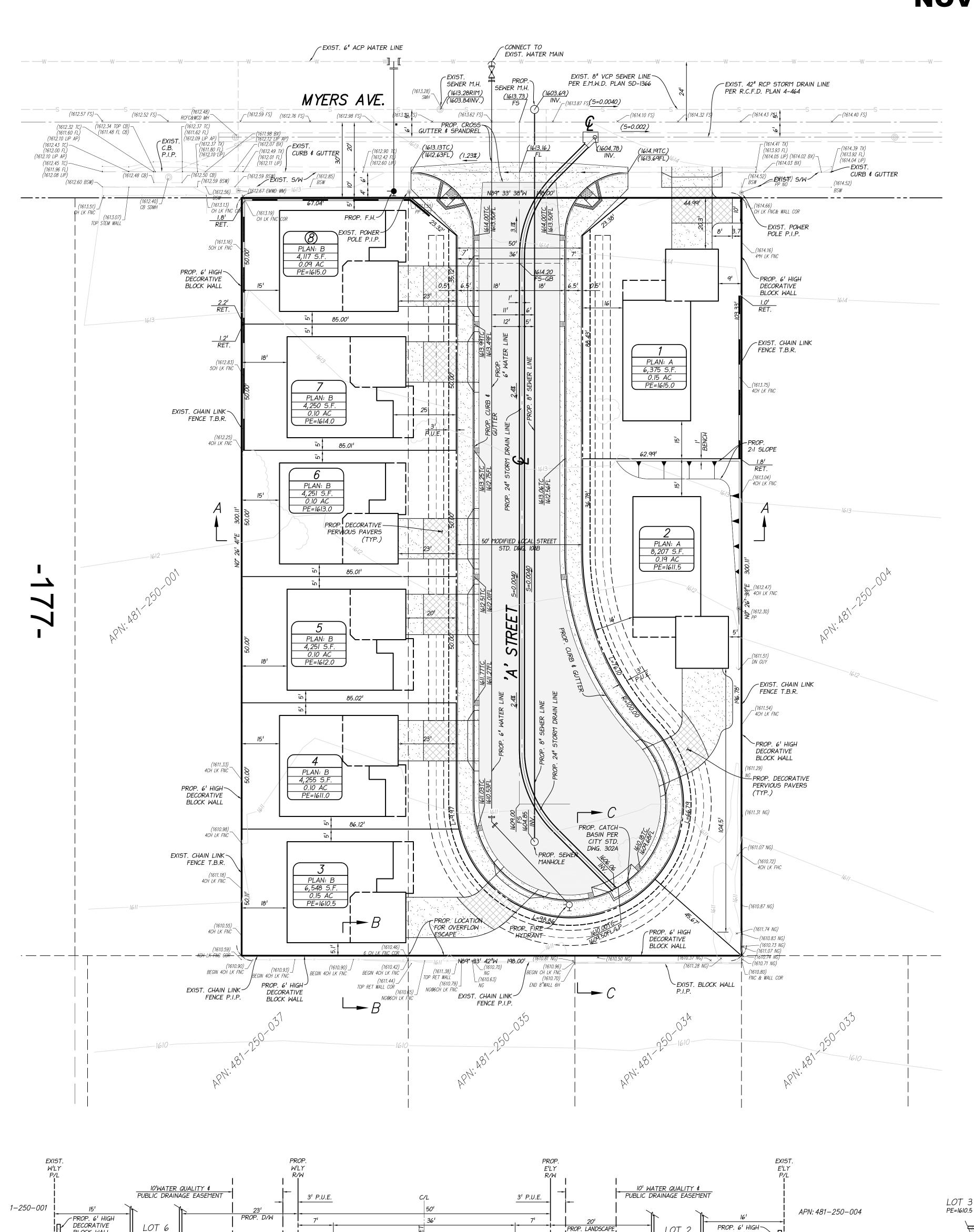
TE12. (CO) Prior to issuance of a Certificate of Occupancy, all signing and striping shall be installed per current City Standards and the approved plans to the satisfaction of the City Traffic Engineer.

## PRIOR TO ACCEPTANCE OF STREETS INTO THE CITY-MAINTAINED ROAD SYSTEM

TE13. Prior to acceptance of streets into the City-maintained road system, all approved signing and striping shall be installed per current City Standards and the approved plans.

This page intentionally left blank.

# CONCEPTUAL GRADING PLAN TENTATIVE TRACT MAP 36598 CITY OF MORENO VALLEY **NOVEMBER 2013**



DECORATIVE

BLOCK WALL

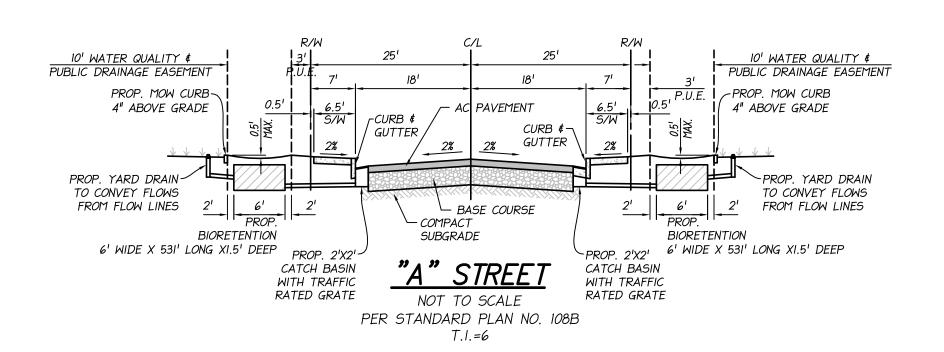
**ATTACHMENT 3** 

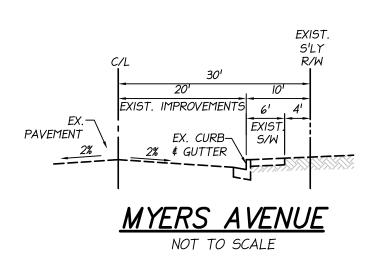
PE=1611.5

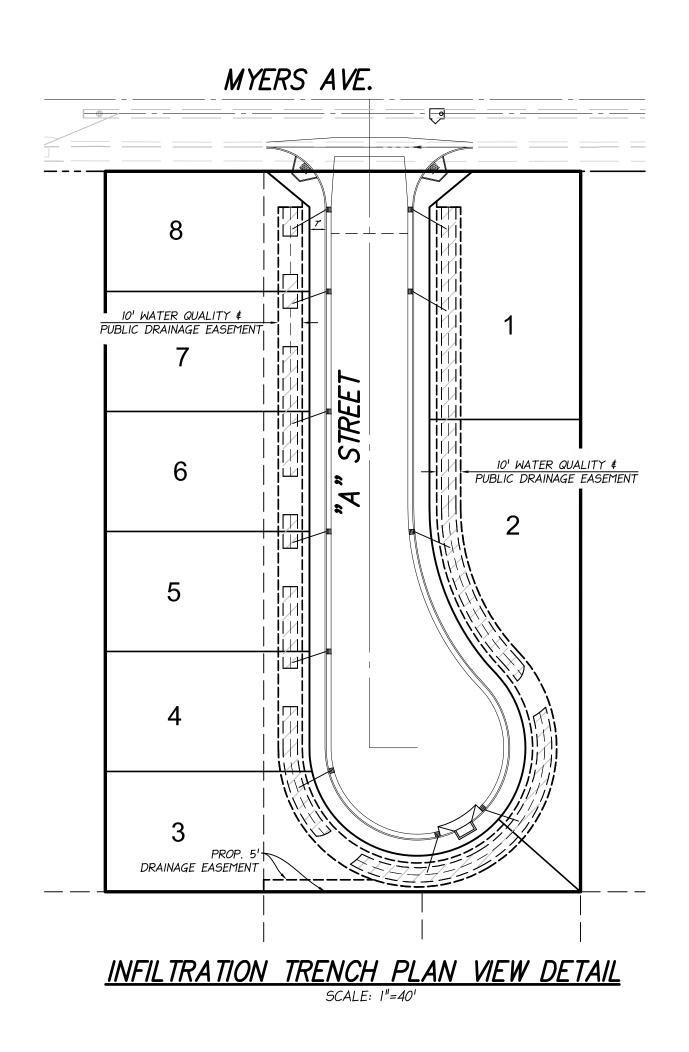
BLOCK WALL

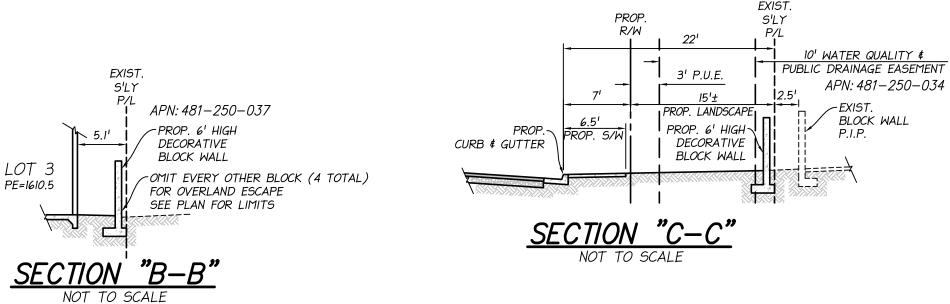
PE=1613.0

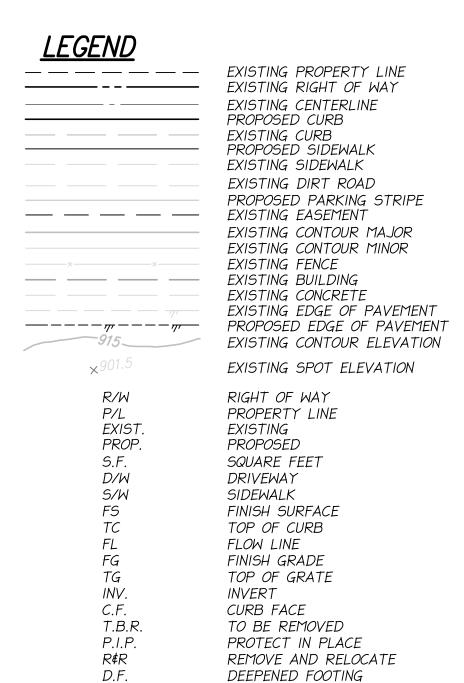
13.5'
PERVIOUS PAVERS

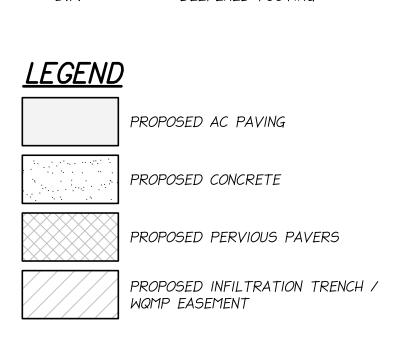












LOT SUMMARY

NUMBER | AREA | WIDTH | DEPTH

6,548 S.F. 50.11'

LOT | LOT | LOT

6,375 S.F. | 62.99' | 103.33'

8,207 S.F. | 62.99' | 196.78'

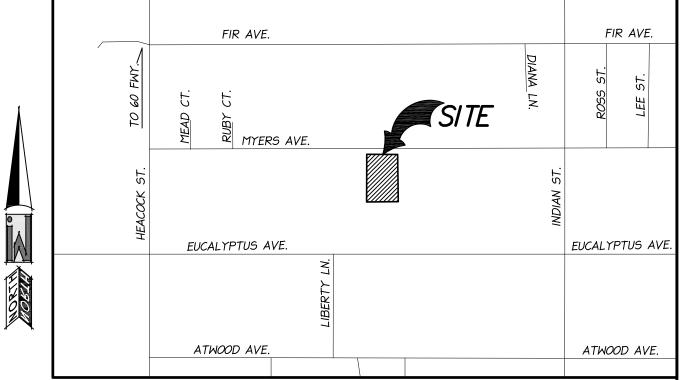
| 4,255 S.F. | 50.00' | 85.02'

4,251 S.F. | 50.00' | 85.01'

4,251 S.F. | 50.00' | 85.01'

4,250 S.F. 50.00' 85.01'

| 4,117 S.F. | 50.00' | 85.00'



VICINITY MAP THOMAS GUIDE - PAGE 717, E-3 (2008 EDITION) SECTION 6, TOWNSHIP 3 SOUTH RANGE 3 WEST NOT TO SCALE

APPLICANT/OWNER	<u>ARCHITECT</u>
HABITAT FOR HUMANITY KARIN ROBERTS 2180 IOWA AVENUE RIVERSIDE, CA 92507 TEL: (951) 787-6745	BROESKE ARCHITECTS 4344 LATHAM STREET RIVERSIDE, CA 92501 PHONE: (951) 300-1866 FAX: (951) 300-1868
ENGINEER  IW CONSULTING ENGINEERS, INC.	

RIVERSIDE, CA 92501 PH: (951) 905-5300 FAX: (951) 905-5302

3544 UNIVERSITY AVENUE

### TOPOGRAPHY SOURCE EXISTING TOPOGRAPHY IS BASED ON FIELD TOPOGRAPHIC SURVEY PREPARED BY:

IW CONSULTING ENGINEERS, INC. MAY 2013

RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

## *250* 002

<u>ACREAGE</u>	
APN: 481-250-002	
GROSS	
"A" STREET	

## DISTURBED UTILITY PROVIDERS

E.M.W.D. (951) 928-3777 E.M.W.D. (951) 928-3777 **ELECTRICITY:** SOUTHERN CALIFORNIA EDISON (800) 655-4555 THE GAS COMPANY (800) 427-2200 VERIZON (800) 483-5000 TELEVISION: .... AIR WAVES / CHARTER COMMUNICATIONS (888) 438-2427

1.36 ACRES

## ZONING & SPECIFIC PLAN EXISTING ZONE: VILLAGE RESIDENTIAL (VR)

SPECIFIC PLAN: VILLAGE SPECIFIC PLAN

## GENERAL PLAN EXISTING GENERAL PLAN:

## PROPOSED VARIANCES

I. ALLOW 5' SETBACK ON NORTHERLY SIDE YARD ON PARCEL 8.

## 2. TO ALLOW THE RE-ORIENTATION OF FRONT TO SIDE YARDS ON PARCEL 2

• "A" STREET CUL-DE-SAC PER MORENO VALLEY STANDARD DRAWING 124,

## **GENERAL NOTES**

• "A" STREET IS A PUBLICLY MAINTAINED ROAD.

- (MODIFIED) LENGTH IS 280'. • "A" STREET IS A MODIFIED 50' LOCAL STREET PER MORENO VALLEY
- STANDARD DRAWING 108B,
- ALL ABOVE GROUND UTILITIES SHALL BE UNDERGROUNDED ACROSS PROJECT FRONTAGE. IN SOME CASES UTILITIES SHALL BE
- UNDERGROUNDED TO NEAREST OFF-SITE ADJACENT POLE.
- TRACT MAP IS NOT WITHIN A FLOOD DESIGNATION. FEMA PANEL 761 OF 3805, FIRM 06065C076IG DATED AUGUST 28, 2008.

## SUBDIVISION INFORMATION

PROJECT SITE INFORMATION:
TENTATIVE TRACT MAP 36598 IS A 8 LOT SUB-DIVISION, AT MYERS AVENUE. THE EXISTING PARCEL IS UNDER THE VILLAGE SPECIFIC PLAN. THE EXISTING VILLAGE LAND USE DESIGNATION IS VILLAGE RESIDENTIAL (VR) SINGLE FAMILY RESIDENTIAL. THE SITE WILL CONNECT TO EXISTING PUBLIC UTILITIES LOCATED IN MYERS AVENUE.

WATER SUPPLY INFORMATION:
THE PROPOSED TRACT WILL BE SERVED BY CONNECTING TO THE EXISTING EASTERN MUNICIPAL WATER DISTRICT 6" WATER MAIN IN MYERS AVENUE THE PROPOSED TRACT WILL REQUIRE AN AVERAGE DAILY WATER DEMAND OF 5,016 GPD (E.G. 190 GALLONS A DAY X 3.3 PEOPLE PER UNIT X 8 UNITS).

THE PROPOSED TRACT WILL BE CONNECTED TO EASTERN MUNICIPAL WATER DISTRICT EXISTING SEWAGE NETWORK BY EXTENDING A MAIN TO THE SEWER IN MYERS AVENUE. THE PROPOSED TRACT EQUATES INTO AN AVERAGE DAILY SEWER DEMAND OF 2,640 GPD (E.G. 100 GALLONS A DAY X 3.3 PEOPLE PER UNIT X 8 UNITS).

STORM DRAIN SYSTEM: THERE ARE NO OFF-SITE TRIBUTARY FLOWS COMING AT THIS SITE. THIS TRACT IS BOUNDED BY DEVELOPMENT AND STREETS ON ALL SIDES. ALL ON-SITE FLOWS WILL BE TREATED BY THE PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN PRIOR TO RELEASING FLOWS INTO RIVERSIDE COUNTY FLOOD CONTROL STORMDRAIN ON MYERS AVENUE.

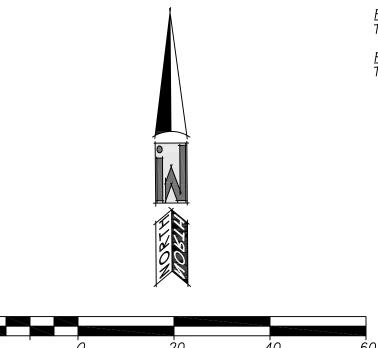
### THE SUB-DIVIDER PROPOSES TO INSTALL SIDEWALK, ACCESS RAMPS FIRE HYDRANTS, STREETLIGHTS AND LANDSCAPING ALONG MYERS AVENUE WERE APPLICABLE. "A" STREET WILL BE FULLY IMPROVED CONSISTENT WITH STREET SECTIONS PER THE TENTATIVE TRACT MAP EXHIBIT FOR A 50' STREET SECTION. ALL OTHER UTILITIES (T.V CABLE, PHONE, ELECTRICAL AND GAS) WILL BE PLACED

<u>PROTECTIVE COVENANTS AND ASSOCIATIONS:</u> THERE ARE NO CC¢R'S OR HOA'S ASSOCIATED WITH THIS PROJECT.

UNDERGROUND WITHIN THE PROPOSED "A" STREET.

PLN CK REF:

<u>PHASING:</u> THERE IS NO PROPOSED PHASING OF THIS SITE AT THE PRESENT TIME.



SCALE: 1"=20'

# CONCEPTUAL GRADING PLAN **TENTATIVE TRACT MAP 36598** PA13-0045

IW CONSULTING ENGINEERS, INC. W.O. 463.001 11/2013 DESIGNED: AW/JC CHECKED:

44 UNIVERSITY AVENUE | TEL: 951.905.5300 | DWG. NO. | W.IWCEL.COM | FAX: 951.905.5302 | DWG. NO. |

This page intentionally left blank.

# TENTATIVE TRACT MAP 36598 CITY OF MORENO VALLEY

CURB & GUTTER

EXIST. POWER POLE P.I.P.

-TRACT

**BOUNDARY** 

-EXIST. CHAIN LINK

FENCE T.B.R.

EXIST. P/L

FENCE T.B.R.

**BOUNDARY** 

EXIST. P/L

\_EXIST. S/W~

EXIST. R/W

62.99' PROP. P/L

10' WATER QUALITY \$ PUBLIC DRAINAGE EASEMENT

PROP R/W

TRACT

∽*EXIST. BLOCK WA*LL

MYERS AVE.

10' WATER QUALITY \$
PUBLIC DRAINAGE EASEMENT

EXIST. P/L>

50' MODIFIED LOCAL STREET STD. DNG. 108B

EXIST. CHAIN LINK

FENCE P.I.P.

CURB & GUTTER

TRACT ~

EXIST. P/L

EXIST. CHAIN LINK-

FENCE T.B.R.

EXIST. P/L

TRACT-

EXIST. CHAIN LINK-

FENCE P.I.P.

**BOUNDARY** 

EXIST. CHAIN LINK \ FENCE T.B.R.

**BOUNDARY** 

EXIST. R/W~

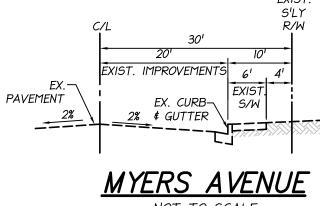
PROP. P/L

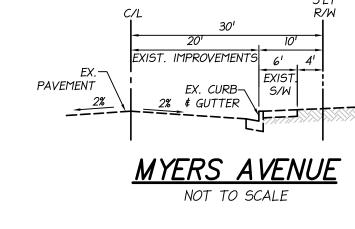
PROP. P/L

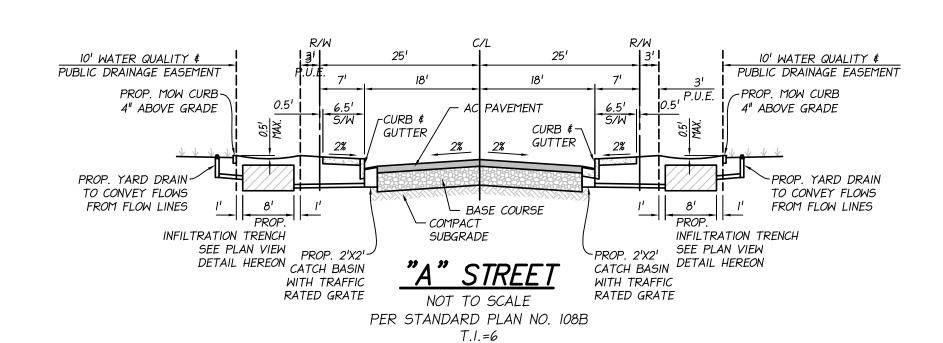
PROP. P/L

TRACT **BOUNDARY** 

**NOVEMBER 2013** 







## **LEGEND**

	EXISTING RIGHT OF WAY
	EXISTING CENTERLINE
	PROPOSED CURB
	EXISTING CURB
	PROPOSED SIDEWALK
	EXISTING SIDEWALK
	EXISTING DIRT ROAD
	PROPOSED PARKING STRIPE
	EXISTING EASEMENT
	EXISTING CONTOUR MAJOR
	EXISTING CONTOUR MINOR
xxx	EXISTING FENCE
	EXISTING BUILDING
	EXISTING CONCRETE
	EXISTING EDGE OF PAVEMENT
	PROPOSED EDGE OF PAVEMEN
915	EXISTING CONTOUR ELEVATION
×901.5	EXISTING SPOT ELEVATION

EXISTING PROPERTY LINE

R/W P/L EXIST. PROP. S.F. D/W	RIGHT OF WAY PROPERTY LINE EXISTING PROPOSED SQUARE FEET DRIVEWAY
FL FG TG INV. C.F. T.B.R. P.I.P. R#R D.F.	FLOW LINE FINISH GRADE TOP OF GRATE INVERT CURB FACE TO BE REMOVED PROTECT IN PLACE REMOVE AND RELOCATI

LOT SUMMARY					
LOT NUMBER	LOT AREA	LOT WIDTH	LOT DEPTH		
1	6,375 S.F.	62.99'	103.33'		
2	8,207 S.F.	62.99'	196.78'		
3	6,548 S.F.	50.11'	198.00'		
4	4,255 S.F.	50.00'	85. <i>02</i> ′		
5	4,251 S.F.	50.00'	85.01'		
6	4,251 S.F.	50.00'	85.01'		
7	4,250 S.F.	50.00'	85.01'		
8	4,117 S.F.	50.00'	85. <i>00</i> ′		

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	TAN
CI	76.10'	100.00'	43°36'11"	40.00'
C2	66.79'	45.00'	85°02'07"	41.26'
<i>C</i> 3	98.86'	45.00'	125°52′17″	88.07'
C4	9.97'	45.00'	12°41'46"	5.01'

## SUBDIVISION INFORMATION

PROJECT SITE INFORMATION:
TENTATIVE TRACT MAP 36598 IS A 8 LOT SUB-DIVISION, AT MYERS AVENUE. THE EXISTING PARCEL IS UNDER THE VILLAGE SPECIFIC PLAN. THE EXISTING VILLAGE LAND USE DESIGNATION IS VILLAGE RESIDENTIAL (VR) SINGLE FAMILY RESIDENTIAL. THE SITE WILL CONNECT TO EXISTING PUBLIC UTILITIES LOCATED IN MYERS AVENUE.

THE PROPOSED TRACT WILL BE SERVED BY CONNECTING TO THE EXISTING EASTERN MUNICIPAL WATER DISTRICT 6" WATER MAIN IN MYERS AVENUE THE PROPOSED TRACT WILL REQUIRE AN AVERAGE DAILY WATER DEMAND OF 5,016 GPD (E.G. 190 GALLONS A DAY X 3.3 PEOPLE PER UNIT X 8 UNITS).

<u>SEWAGE DISPOSAL:</u> THE PROPOSED TRACT WILL BE CONNECTED TO EASTERN MUNICIPAL WATER DISTRICT EXISTING SEWAGE NETWORK BY EXTENDING A MAIN TO THE SEWER IN MYERS AVENUE. THE PROPOSED TRACT EQUATES INTO AN AVERAGE DAILY SEWER DEMAND OF 2,640 GPD (E.G. 100 GALLONS A DAY X 3.3 PEOPLE PER UNIT X 8 UNITS).

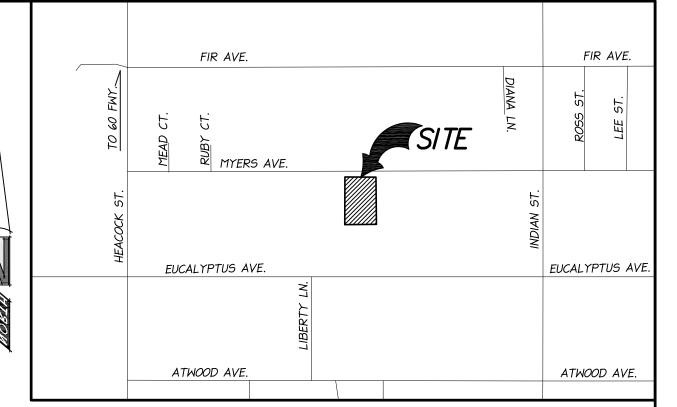
STORM DRAIN SYSTEM: THERE ARE NO OFF-SITE TRIBUTARY FLOWS COMING AT THIS SITE. THIS TRACT IS BOUNDED BY DEVELOPMENT AND STREETS ON ALL SIDES. ALL ON-SITE FLOWS WILL BE TREATED BY THE PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN PRIOR TO RELEASING FLOWS INTO RIVERSIDE COUNTY FLOOD CONTROL STORMDRAIN ON MYERS AVENUE.

STREET IMPROVEMENTS:
THE SUB-DIVIDER PROPOSES TO INSTALL SIDEWALK, ACCESS RAMPS FIRE HYDRANTS, STREETLIGHTS AND LANDSCAPING ALONG MYERS AVENUE WERE APPLICABLE. "A" STREET WILL BE FULLY IMPROVED CONSISTENT WITH STREET SECTIONS PER THE TENTATIVE TRACT MAP EXHIBIT FOR A 50' STREET SECTION. ALL OTHER UTILITIES (T.V CABLE, PHONE, ELECTRICAL AND GAS) WILL BE PLACED UNDERGROUND WITHIN THE PROPOSED "A" STREET.

PROTECTIVE COVENANTS AND ASSOCIATIONS: THERE ARE NO CC\$R'S OR HOA'S ASSOCIATED WITH THIS PROJECT.

<u>PHASING:</u> THERE IS NO PROPOSED PHASING OF THIS SITE AT THE PRESENT TIME.

**ATTACHMENT 4** 



THOMAS GUIDE - PAGE 717, E-3 (2008 EDITION) SECTION 6, TOWNSHIP 3 SOUTH RANGE 3 WEST NOT TO SCALE

## APPLICANT/OWNER

HABITAT FOR HUMANITY 2180 IOWA AVENUE RIVERSIDE, CA 92507 TEL: (951) 787-6745

## **ENGINEER**

IW CONSULTING ENGINEERS, INC. 3544 UNIVERSITY AVENUE RIVERSIDE, CA 92501 PH: (951) 905-5300 FAX: (951) 905-5302

## TOPOGRAPHY SOURCE

EXISTING TOPOGRAPHY IS BASED ON FIELD TOPOGRAPHIC SURVEY PREPARED BY:

# IW CONSULTING ENGINEERS, INC. MAY 2013

PORTION OF LOT 106, AND LOT 107 IN BLOCK 9 OF EDGEMONT GARDENS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS SHOWN BY MAP ON FILE ON BOOK 15, PAGE 09 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

<u> </u>	<u>LOOUN</u>	T TIN OLL	
BOOK	PAGE	PARCELS	
481	250	002	

DISTURBED

APN: 481-250-002	0.45 ACRES
APN: 481-250-003	0.91 ACRES
GROSS	1.36 ACRES
"A" STREET	0.41 ACRES
NET	0.95 ACRES

## UTILITY PROVIDERS

WATER:		•••••	E.M.W.D.	(951)	928-3777
SEWER:			E.M.W.D.	(951)	928-3777
ELECTRICITY:	<i>SOUTH</i>	ERN CALIFORNI,	A EDISON	(800)	<i>655-4</i> 555
GAS:		THE GAS (	COMPANY (	(800)	427-2200
TELEPHONE:			VERIZON (	(800)	483-5000
TELEVISION:	AIR WAVES / CHA	RTER COMMUNI	ICATIONS (	<i>(888)</i> .	438 <i>-242</i> 7

1.36 ACRES

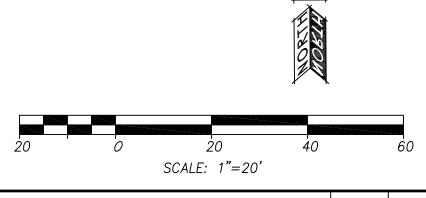
## ZONING & SPECIFIC PLAN

EXISTING ZONE: VILLAGE RESIDENTIAL (VR) SPECIFIC PLAN: VILLAGE SPECIFIC PLAN

## **GENERAL PLAN** EXISTING GENERAL PLAN:

## **GENERAL NOTES**

- "A" STREET IS A PUBLICLY MAINTAINED ROAD.
- "A" STREET CUL-DE-SAC LENGTH IS 280'.
- ALL ABOVE GROUND UTILITIES SHALL BE UNDERGROUNDED ACROSS PROJECT FRONTAGE. IN SOME CASES UTILITIES SHALL BE UNDERGROUNDED TO NEAREST OFF-SITE ADJACENT POLE.
- TRACT MAP IS NOT WITHIN A FLOOD DESIGNATION. FEMA PANEL 761 OF 3805, FIRM 06065C076IG DATED AUGUST 28, 2008.



*REVISIONS* DATE | B

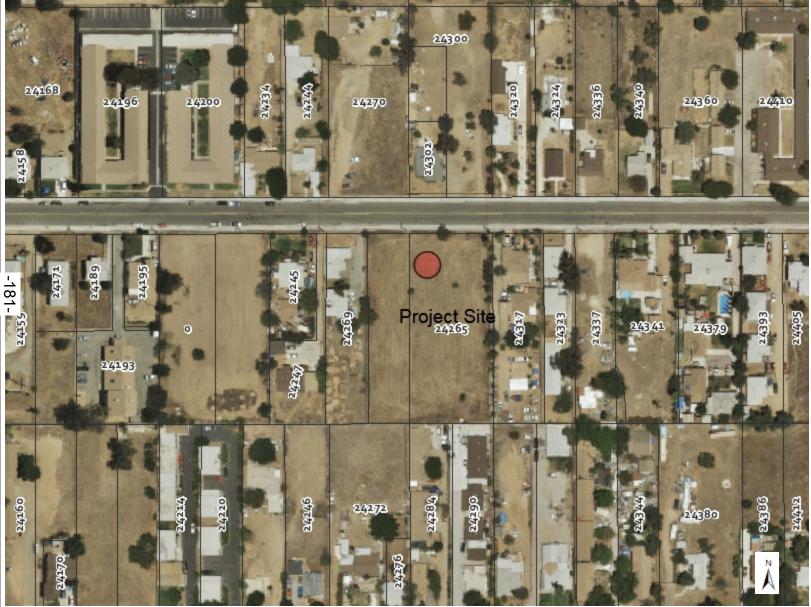
## **TENTATIVE TRACT MAP 36598** PA13-0045

HABITAT	FOR HUMAN	IITY	
:	1"=20'		IW CO
	11/2013	$\stackrel{\sim}{=}$	• CIVIL E
NED:	AW/JC	X	• AERIAL
ED:	AW		• ENTITLE
			3544 UN

ONSULTING ENGINEERS, INC.  $\frac{|\omega.o.|}{|\omega.o.|}$ TEL: 951.905.5300 DWG. NO. FAX: 951.905.5302 This page intentionally left blank.



## **Aerial Photograph**



Moren of State of Sta

#### Legend

**Public Facilities** 

Public Facilities

Fire Stations

Parcels

\_\_j City Boundary

Sphere of Influence

**Notes** 

**ATTACHMENT 5** 

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

308.0

Print Date: 11/27/2013

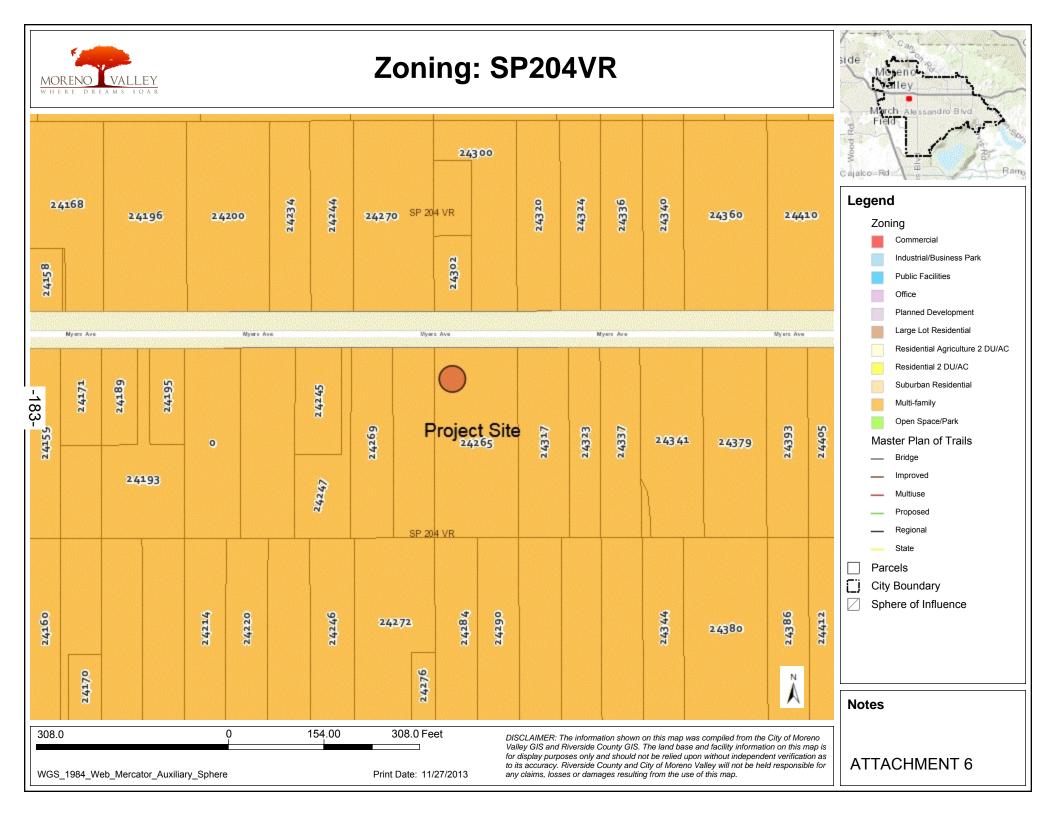
308.0 Feet

154.00

/2013

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County 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.

This page intentionally left blank.



This page intentionally left blank.



#### PLANNING COMMISSION STAFF REPORT

Case:	PA13-0043
Date:	December 12, 2013
Applicant:	HC&D Architects
Representative:	Chris Lindholm of HC&D Architects
Location:	Northeast corner of Nason St. and Fir Ave.
Proposal:	A Conditional Use application to build a 2,562 s.f. fast food restaurant building with a drive-thru on a 36,680 s.f. lot. Zone: CC
Recommendation:	Approval

#### **SUMMARY**

The applicant, HC&D Architects, is requesting the approval of a Conditional Use Permit for the development of a 2,562 square foot Taco Bell fast food restaurant with a drivethru on a .84 gross acre site, Pad 1 of the approved Master Plot Plan for Stoneridge Towne Centre. Approval of this Conditional Use Permit as proposed is consistent with the current General Plan designation of Commercial (C) and Zoning designation of Community Commercial (CC). Located on the northeast corner of Nason and Fir Ave.

#### PROJECT DESCRIPTION

#### **Project**

The proposed project is a Conditional Use Permit for the development of a 2,562 square foot Taco Bell fast food restaurant open 24 hours a day with a drive-thru on a .84 gross acre site (Assessor's Parcel Number 488-400-017) located on the northeast corner of Nason St. and Fir Ave.

A fast food restaurant use is a permitted use within the (CC) Community Commercial zone, but a fast food restaurant with a drive-thru located within 300 feet of a residential zone or use requires a conditional use permit. The proposed development is also consistent with the Stoneridge Towne Centre Master Plot Plan PA05-0208.

Staff has reviewed and determined that the proposed fast food restaurant with a drive-thru and open 24 hours a day is a use that is compatible at this location since the proposed project is within an existing shopping center and adjacent to the 60 freeway. The closest residential homes to the project are located to the south across Fir Ave. The project has been reviewed and meets or exceeds the development standards for a fast food restaurant with a drive-thru in the CC zone and is consistent with and does not conflict with the goals, objectives, policies or programs of the General Plan.

#### <u>Site</u>

The .84 gross acre site is partially developed. The parking lot and landscaping were developed as part of the shopping center. The proposed restaurant is located on the undeveloped portion of the parcel that was planned for future development. The parcel is located on the northeast corner of Nason St. and Fir Ave. The parcel is currently zoned (CC) Community Commercial.

#### **Surrounding Area**

The area within immediate proximity to the subject site is zoned predominately for commercial and residential development. The zoning surrounding the proposed project is CC (Community Commercial) zone to the north, CC (Community Commercial) to the east, R10 (Residential 10 District) to the south, R5 (Residential 5 District) to the southwest, and CC (Community Commercial) to the west.

The surrounding land uses consists of a U.S. Bank to the north, a Chevron gas station to the east, single family homes to the south, vacant land and single family homes to the southwest, and vacant land and a couple of single family homes to the west.

Overall, proposed fast food restaurant is compatible with existing zoning in the area and the City's General Plan.

#### Access/Parking

There is a total of six access points provided for the project as proposed within the Stoneridge Towne Centre. This includes the three access points off of Eucalyptus Avenue, two from Fir Avenue and one from Nason Street. The two access points off Fir Ave. and the one off of Nason St. are the access points most likely to be used to reach the proposed restaurant.

The proposed fast food restaurant when developed will be required to meet the minimum parking standards, which requires a minimum one (1) parking space for every 100 square feet of restaurant space. The proposed restaurant provides 26 parking spaces, which is the number required for the use. All 26 parking spaces are located within parcel 22.

There is also a drive-thru portion to the project. The drive-thru entrance will be on the northern portion of the property. Once in the drive-thru lane, the lane will loop south around the building, and then head east and out of the drive-thru lane. The drive-thru lane does have the ability to accommodate 11 vehicles awaiting service without obstructing the on- or off-site circulation patterns; the Moreno Valley Municipal Code requires 8 vehicles awaiting service.

#### Design/Landscaping

This project has been reviewed and the design of the proposed fast food restaurant with a drive-thru conforms to all development standards of the CC zone as required within the Moreno Valley Municipal Code.

The proposed project design includes an existing landscaped area along Fir Ave. and Nason St. In addition, there will be some landscaping adjacent to the building. The drive-thru lane will have a 3 foot high decorative masonry wall with a stucco finish around the west and south portions of the drive-thru lane, for the purposes of shielding the vehicle lights, noise and vehicles. The proposed building is rectangular in shape and has a modern architectural theme, but yet still conforms to the stone theme architecture of the Stoneridge Shopping Center. The building incorporates four larger stone faced column areas that add to the architecture of the building by adding depth and breaking up the massing of the fast food restaurant building. There will be two points of access into the building for the customers to use, one on the east elevation and another on the north elevation. The colors and materials are earth tones and will conform to the approved color and material palette of the center. Another architectural feature is the horizontal slatted wall portions of the east (Front) and west (Rear) of the building. The maximum building height of the columns is 22 feet 7 inches and the height to the top of the parapet is approximately19 feet.

The proposed project also conforms to the requirements of the City's Design Guidelines. The project is conditioned, so that landscape plans be prepared in accordance with the City's Landscape Development Guidelines and Specifications.

#### **REVIEW PROCESS**

The first staff review of this project took place at the Pre-PRSC meeting on August 20, 2013, Revisions were later submitted in mid-October and mid-November, and then the project was scheduled for Planning Commission after identified issues had been addressed.

#### **ENVIRONMENTAL**

Planning staff has reviewed this project and determined 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 Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.

#### **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**

Staff did not route plans to outside agencies due to the site being within an existing shopping center and the development only occurring within the pad area, parking lot and adjacent landscape is existing.

#### **STAFF RECOMMENDATION**

**APPROVE** Resolution No. 2013-37, recommending that the Planning Commission:

- RECOGNIZE that this project is exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development; and
- APPROVE PA13-0043 (Conditional Use Permit) based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A of the resolution.

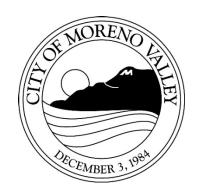
Prepared by: Approved by:

Gabriel Diaz Chris Ormsby, AICP
Associate Planner Interim Planning Official

ATTACHMENTS:

- 1. Public Hearing Notice
- Planning Commission Resolution No. 2013-37 with Conditions of Approval attached as Exhibit A.
- 3. Reduced Site Plan
- 4. Reduced Elevations
- 5. Arial Photograph
- 6. Zoning Map

This page intentionally left blank.



# **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: PA13-0043 Conditional Use Permit

APPLICANT: HC&D Architects

OWNER: J&R Hock Enterprises

REPRESENTATIVE: Chris Lindholm of HC&D Architects

**LOCATION**: Northeast corner of Nason St. and Fir Ave.

APN: 488-400-017.

**PROPOSAL:** A Conditional Use application to build a 2,562 s.f. Taco Bell fast food restaurant building with a drive-thru on a 36,680 s.f. lot. Zone: CC

**ENVIRONMENTAL DETERMINATION:** The project 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 Class 32 Categorical Exemption, CEQA Guidelines, Section 15332 for In-Fill Development.

**COUNCIL DISTRICT: 3** 

**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 6:00 p.m., Monday through Thursday and 7:30 a.m. to 1:30 p.m. on the 2nd and 4th Friday of every month), 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 Ø

#### PLANNING COMMISSION HEARING

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

DATE AND TIME: December 12, 2013 at 7 PM

CONTACT PLANNER: Gabriel Diaz

PHONE: (951) 413-3226

ATTACHMENT 1

This page intentionally left blank.

#### PLANNING COMMISSION RESOLUTION NO. 2013-37

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING PA13-0043 (CONDITIONAL USE PERMIT) FOR A 2,562 SQUARE FOOT FAST FOOD RESTAURANT BUILDING WITH A DRIVE-THRU OPEN 24 HOURS A DAY LOCATED ON THE NORTHEAST CORNER OF NASON STREET AND FIR AVENUE. APNS: 488-400-017

WHEREAS, HC&D Architects has filed an application for the approval of PA13-0043 (Conditional Use Permit) for a 2,562 square foot fast food restaurant with drive-thru open 24 hours a day as described in the title of this Resolution; and

**WHEREAS,** on December 12, 2013, the Planning Commission of the City of Moreno Valley held a meeting to consider the application; and.

**WHEREAS,** all legal prerequisites to the adoption of this Resolution have occurred; and

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 December 12, 2013, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
  - Conformance with General Plan Policies The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The Conditional Use Permit would propose a 2,562 square foot fast food restaurant with drive-thru open 24 hours a day on a ATTACHMENT 2

0.84 gross acre piece of land. The General Plan designation is (C) Commercial. The proposed project is consistent with the General Plan. If approved, the proposed use would be consistent with the goals, objectives, policies and programs of the General Plan.

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

**FACT:** As designed and conditioned, the project will comply with the Community Commercial (CC) zoning standards and the development standards applicable to fast food restaurants with a drive-thru.

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 will not be detrimental to the public health, safety or welfare. As conditioned, the proposed fast food restaurant with drive-thru would not cause serious public health problems. There are no known hazardous conditions associated with the property, the design of the building or the type of improvements.

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:** As designed and conditioned, the project will be constructed and operated to be compatible with surrounding uses. A 3 foot high decorative masonry wall with a stucco finish has been added around the west and south portions of the drive-thru lane, for the purposes of shielding the vehicle lights, noise and vehicles.

#### C. FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

#### 1. FEES

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon information provided by

the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

#### 2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approval for PA13-0043, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

#### 3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Section 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it revive challenges to any fees for which the Statute of Limitations has previously expired.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2013-37 recognizing that the project qualifies as a Categorical Exemption under CEQA Guidelines Section 15332, and approving PA13-0043 (Conditional Use Permit) for a 2,562 square foot fast food restaurant with drivethru subject to the attached conditions of approval included as Exhibit A.

**APPROVED** this 12th day of December, 2013.

Attached: Conditions of Approval

	Meli Van Natta
	Chair, Planning Commission
ATTEST:	
Chris Ormsby, Interim Planning Official Secretary to the Planning Commission	
APPROVED AS TO FORM:	
	_
City Attorney	

#### CITY OF MORENO VALLEY CONDITIONS OF APPROVAL FOR

#### **CONDITIONAL USE PERMIT**

Case No: PA13-0045 APN: 488-400-017

## APPROVAL DATE: EXPIRATION DATE:

- X Planning (P), including Building (B), School District (S), Post Office (PO)
- X Police (PD)
- X Fire Prevention Bureau (F)
- X Public Works, Land Development (LD)
- X Public Works, Special Districts (SD)
- X Public Works Transportation Engineering (TE)

**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)

#### Exhibit A

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

R - Map Recordation GP - Grading Permits CO - Certificate of Occupancy or building final

WP - Water Improvement Plans 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 Environmental Quality Act

Ord - Ordinance

DG - Design Guidelines

Development Guidelines and Specs

Ldscp - Landscape

Res - Resolution UFC - Uniform Fire Code UBC - Uniform

Building Code

SBM - Subdivision M \_197-

- 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)
- P3. 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)
- P4. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
- 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 proposed colors and materials for the building need to match the approved master plot plan PA05-0208 materials and color board.
- P9. Add additional parking lot shade trees to the southernmost parking spaces. At maturity, parking lot trees shade a minimum of fifty (50) percent. A maximum of fifty (50) percent of the parking lot trees can be winter-deciduous. Palm Trees do not provide shade. The selection of parking lot trees should avoid trees with excessive litter, sap or fruit that could damage vehicles.
- P10. The site has been approved for <u>2,562 square foot fast food restaurant with</u> <u>drive-thru open 24 hours a day.</u> A change or modification shall require

separate approval. For a Conditional Use Permit, violation may result in revocation.

P11. To reduce noise impacts to below the level of 55 dBA at one time beyond the boundaries of the property, delivery operations will be conducted between the hours of 6 am and 10 pm. Loading or unloading activities shall be conducted from the truck bays or designated loading. (MC 9.10.140, CEQA)

#### **Fast Food/Drive-throughs**

- P12. Any drive-up or drive-through speaker system shall not be detectable above daytime ambient noise levels beyond the property line boundaries, and shall not exceed fifty-five (55) dBA at any one time beyond the boundaries of the property line. (MC9.09.080 C.6 and 9.10.140)
- P13. One outdoor trash receptacle shall be provided for every ten (10) required parking spaces, with a minimum of one receptacle provided.

#### **Prior to Issuance of Grading Permits**

P14. (GP) If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community & Economic Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, no further disturbance shall occur until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be contacted within a reasonable timeframe to identify the "most likely descendant." The "most likely descendant" shall then make recommendations, and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).

#### **PRIOR TO BUILDING PERMITS**

- P15. (BP) Prior to issuance of building permits, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as shown on the final working drawings. Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building(s); back-flow preventers shall be screened by landscaping. (GP Objective 43.30, DG)
- P16. (BP) Prior to issuance of building permits, screening details shall be addressed on plans for roof top equipment and submitted for Planning Division review and approval. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (GP Objective 43.6, DG)
- P17. (BP) Prior to issuance of building permits, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it does not exceed 0.5 foot candles illumination beyond at the property line. The lighting level for all parking lots or structures shall be a minimum coverage of one foot-candle of light with a maximum of eight foot-candles. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG)
- P18. (BP) Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fees (TUMF), Multi-species Habitat Conservation Plan (MSHCP) mitigation fees, and the City's adopted Development Impact Fees. (Ord)
- P19. (BP) Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. After the third plan check review for landscape plans, an additional plan check fee shall apply. The plans shall be prepared in accordance with the City's Landscape Standards and shall include:
  - A. A three (3) foot high decorative wall, solid hedge or berm shall be

- placed in any setback areas between a public right of way and a parking lot for screening.
- B. The review of all utility boxes, transformers etc. shall be coordinated to provide adequate screening from public view.
- C. All site perimeter and parking lot landscape and irrigation shall be installed prior to the release of certificate of any occupancy permits for the site.

#### PRIOR TO CERTIFICATE OF OCCUPANCY

- P20. (CO) Prior to issuance of Certificates of Occupancy or building final, the required landscaping and irrigation shall be installed. (DC 9.03.040)
- P21. (CO) Prior to the issuance of Certificates of Occupancy or building final, all required and proposed fences and walls shall be constructed according to the approved plans on file in the Planning Division. (MC 9.080.070).
- P22. (BP/CO) Prior to issuance of Certificate of Occupancy or building final, installed landscaping and irrigation shall be inspected by the Planning Division. All on-site and common area landscaping shall be installed in accordance with the City's Landscape Standards and the approved project landscape plans and all site clean-up shall be completed. All site perimeter and parking lot landscape and irrigation shall be installed prior to the release of certificate of any occupancy permits for the site.

#### **Building and 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 <u>Building and Safety Division as a separate submittal</u>. The 2010 edition of the California Codes became effective for all permits issued after January 1, 2011.
  - COMMERCIAL, INDUSTRIAL, MULTI-FAMILY PROJECTS INCLUDING CONDOMINIUMS, TOWNHOMES, DUPLEXES AND TRIPLEX BUILDINGS REQUIRE THE FOLLOWING.
- 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.

#### **SCHOOL DISTRICT**

S1. (BP) Prior to issuance of building permits, the developer shall provide to the Community Development Director a written certification by the affected school district that either: (1) the project has complied with the fee or other exaction levied on the project by the governing board of the district, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the project.

#### **UNITED STATES POSTAL SERVICE**

PO1. (BP) Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

#### POLICE DEPARTMENT

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

#### Standard Conditions

PD1. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard as determined by the Public Works Department. If security fencing is required, it shall remain in place until the project is completed or the above conditions no longer exist. (DC 9.08.080)

- PD2. (GP) Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the following:
  - a. The name (if applicable) and address of the development.
  - b. The developer's name, address, and a 24-hour emergency telephone number. (DC 9.08.080)
- PD3. (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)
- PD4. Addresses needs to be in plain view visible from the street and visible at night. It needs to have a backlight, so the address will reflect at night or a lighted address will be sufficient.
- PD5. All exterior doors in the rear and the front of the buildings need an address or suite number on them.
- PD6. All rear exterior doors should have an overhead low sodium light or a light comparable to the same.
- PD7. The exterior of the building should have high-pressure sodium lights and or Metal halide lights installed and strategically placed throughout the exterior of the building. The parking lots should have adequate lighting to insure a safe environment for customers and or employees.
- PD8. All landscape cover should not exceed over 3' from the ground in the parking lot.
- PD9. Bushes that are near the exterior of the building should not exceed 4' and should not be planted directly in front of the buildings or walkways.
- PD10.Trees, which exceed 20', should have a 7' visibility from the ground to the bottom half of the tree. This is so that patrons or employees can view the whole parking lot while parking their vehicles in the parking lot.
- PD11. Cash registers shall be placed near the front entrance of the store.
- PD12. Window coverings shall comply with the city ordinance.

PD13. No loitering signs shall be posted in plain view throughout the building.

#### FIRE PREVENTION BUREAU

- 1. Please complete and return attached fire flow letter.
- 2. 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. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering \_1500\_ GPM for \_2\_ hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B).
- F3. Industrial, Commercial, Multi-family, Apartment, Condominium, Townhouse or Mobile Home Parks. A combination of on-site and off-site super fire hydrants (6" x 4" x 2 ½" x 2 ½") and super enhanced fire hydrants (6" x 4" x 4" x 2 ½") shall not be closer than 40 feet and more than 150 feet from any portion of the building as measured along approved emergency vehicular travel ways. The required fire flow shall be available from any adjacent fire hydrant(s) in the system. Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, super or enhanced fire hydrants as determined by the fire code official shall be provided at spacing not to exceed 500 feet of frontage for transportation hazards. (CFC 507.5.7 & MVMC 8.36.060 Section K)
- F4. 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)

- F5. Prior to construction and issuance of building permits, all locations where structures are to be built shall have an approved Fire Department emergency vehicular access road (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4 and MVMC 8.36.050 Section A)
- F6. Prior to construction and issuance of Building Permits, fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Fire Prevention Bureau and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
- F7. Prior to construction, all roads, driveways and private roads shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
- F8. Prior to issuance of Building Permits, the applicant/developer shall participate in the Fire Impact Mitigation Program. (Fee Resolution as adopted by City Council)
- F9. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall:
  - a) Be signed by a registered civil engineer or a certified fire protection engineer;
  - b) Contain a Fire Prevention Bureau approval signature block; and
  - c) Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau.

After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507.5)

- F10. 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)
- F11. Prior to issuance of Certificate of Occupancy or Building Final, all <u>commercial buildings</u> 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)
- F12. 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. 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)
- F13. 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)
- F14. 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.
- F15. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
- F16. 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.
- F17. 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.
- F18. 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)
- F19. 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)
- F20. 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)
- F21. 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)
- F22. 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)
- F23. 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)
- F24. Emergency and Fire Protection Plans shall be provided when required by the Fire Prevention Bureau. (CFC Section 105)
- F25. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.

#### FIRE FLOW LETTER

Date:	11/25/13	Address:			
Case Number:	PA13-0043	A.P.N.:	488-400-017		
This is certification the water system is capable of meeting the following required fire flows as determined by the California Fire Code Appendix B.					
Based on the information provided on the above referenced case. The fire flow required for this project will be1500_ G.P.M. for duration of2HOURS measured at 20-psi residual pressure.					
The required fire flow may be adjusted during the approval process to reflect changes in design, construction type or automatic fire protection measures as approved by the Fire Prevention Bureau.					
Applicant/ Developer:					
Ву:			Date:		
Title:					
WATER AGENCY APPROVAL					
Name of Agency:					
Address:					
Telephone:			Date:		
		7			

NOTE: THE COMPLETION AND SUBMITTAL OF THIS LETTER TO THE FIRE PREVENTION BUREAU SHALL NOT BE CONSTRUED AS APPROVAL FOR THE INSTALLATION OF THE REQUIRED FIRE HYDRANT (S) AND/OR WATER SYSTEM.

	01: 414 14 11
File: Fire Flow Letter	City of Moreno Valley

PUBLIC WORKS DEPARTMENT – LAND DEVELOPMENT DIVISION

**Note:** All Special Conditions are in **Bold** lettering and follow the standard conditions.

The following are the Public Works Department – Land Development Division Conditions of Approval for this project and shall be completed at no cost to any government agency. All questions regarding the intent of the following conditions shall be referred to the Public Works Department – Land Development Division.

#### **General Conditions**

- LD1. (G) The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC)
- LD2. (G) It is understood that the plot plan correctly shows all existing easements, traveled ways, and drainage courses, and that their omission may require the map or plans associated with this application to be resubmitted for further consideration. (MC 9.14.040)
- LD3. (G) The developer shall monitor, supervise and control all construction and construction supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
  - (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
  - (b) Observance of working hours as stipulated on permits issued by the Public Works Department.
  - (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
  - (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements shall be adhered to during the grading operations.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

LD4. (G) The final conditions of approval issued by the Planning Division subsequent to Planning Commission approval shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plan sets on twenty-four (24) inch by thirty-six (36) inch mylar and submitted with the plans for plan check. These conditions of approval shall become part of these plan sets and the approved plans shall be available in the field during grading and construction.

#### Prior to Grading Plan Approval or Grading Permit

- LD5. (GPA) Prior to approval of the grading plans, plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.
- LD6. (GPA) Prior to approval of grading plans, the developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:
  - a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.
  - b. Any grading that creates cut or fill slopes adjacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.
  - c. A grading permit shall be obtained from the Public Works Department Land Development Division prior to commencement of any grading outside of the City maintained road right-of-way.
  - d. All improvement plans are substantially complete and appropriate clearance and at-risk letters are provided to the City. (MC 9.14.030)

- e. The developer shall submit a soils and geologic report to the Public Works Department Land Development Division. The report shall address the soil's stability and geological conditions of the site.
- LD7. (GPA) Prior to the approval of the grading plans, the developer shall pay applicable remaining grading plan check fees.
- LD8. (GP) Prior to issuance of a grading permit, if the fee has not already been paid prior to map approval or prior to issuance of a building permit if a grading permit is not required, the developer shall pay Area Drainage Plan (ADP) fees. The developer shall provide a receipt to the City showing that ADP fees have been paid to Riverside County Flood Control and Water Conservation District. (MC 9.14.100)
- LD9. (GP) Prior to issuance of a grading permit, security, in the form of a cash deposit (preferable), letter of credit, or performance bond shall be required to be submitted as a guarantee of the completion of the grading required as a condition of approval of the project.
- LD10. (GP) Prior to issuance of a grading permit, the developer shall pay the applicable grading inspection fees.

#### Prior to Building Permit

LD11. (BP) Prior to issuance of a building permit, all pads shall meet pad elevations per approved plans as noted by the setting of "Blue-top" markers installed by a registered land surveyor or licensed engineer.

#### Prior to Certificate of Occupancy

- LD12. (CO) Prior to issuance of the last certificate of occupancy or building final, the developer shall pay all outstanding fees.
- LD13. (CO) Prior to issuance of a certificate of occupancy, this project is subject to requirements under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (NPDES) as mandated by the Federal Clean Water Act. In compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate Schedule that is in place at the time of certificate of occupancy issuance. Following are the requirements:
  - a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required continuous operation,

maintenance, monitoring system evaluations and enhancements, remediation and/or replacement, all in accordance with Resolution No. 2002-46.

- Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or
- ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule.
- b. Notify the Special Districts Division of the intent to request building permits 90 days prior to their issuance and the financial option selected. The financial option selected shall be in place prior to the issuance of certificate of occupancy. (California Government Code & Municipal Code)

#### **SPECIAL CONDITIONS**

- LD14. Prior to grading, the developer shall submit for review and approval a Precise Grading Plan (24" x 36") to the Land Development Division for review and approval. An As-Built of the Precise Grading Plan will be required once construction is complete.
- LD15. Prior to precise grading plan approval, the grading plans shall show any proposed trash enclosure as dual bin; one bin for trash and one bin for recyclables. The trash enclosure shall be per City Standard Plan 627.
- LD16. Prior to precise grading plan approval, the grading plans shall clearly show that the parking lot conforms to City standards. The parking lot shall be 5% maximum, 1% minimum, 2% maximum at or near any disabled parking stall and travel way. Ramps, curb openings and travel paths shall all conform to current ADA standards as outlined in Department of Justice's "ADA Standards for Accessible Design", Excerpt from 28 CFR Part 36. (www.usdoj.gov) and as approved by the City's Building and Safety
- LD17. Prior to issuance of a Precise Grading Permit, the Precise Grading Plan shall be approved and all project fees paid.
- LD18. Prior to issuance of a building permit, the Precise Grading Plan shall be approved and all appropriate engineer certifications submitted for review

and approval; approval required prior to the issuance of the building permit.

#### FINANCIAL & MANAGEMENT SERVICES DEPARTMENT

#### **Special Districts Division**

Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering. All other conditions are standard to all or most development projects.

#### **Acknowledgement of Conditions**

The following items are Special Districts' Conditions of Approval for project **PA13-0043**; this project shall be completed at no cost to any Government Agency. All questions regarding Special Districts' Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Special Districts Division of the Financial & Management Services Department 951.413.3480 or by emailing specialdistricts@moval.org.

#### **General Conditions**

- SD-1 The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services Districts Zones A (Parks & Community Services) and C (Arterial Street Lighting). All assessable parcels therein shall be subject to annual parcel taxes for Zone A and Zone C for operations and capital improvements.
- SD-2 Any damage to existing landscape areas maintained by the Moreno Valley Community Services District due to project construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the Moreno Valley Community Services District.
- SD-3 The removal of existing trees with a four-inch or greater trunk diameters (calipers), shall be replaced at a three to one ratio, with minimum twenty-four (24) inch box size trees of the same species, or a minimum thirty-six (36) inch box for a one to one replacement, where approved. (MC 9.17.030)
- SD-4 The ongoing maintenance of any landscaping required to be installed behind the curb on **Nason St. or Fir Ave.** shall be the responsibility of the property owner.

- SD-5 This project falls within the boundaries of Community Facilities District 5 and is subject to the annual Special Tax. Per the Rate and Method of Apportionment, the Special Tax shall be levied Proportionately on each Assessor's Parcel of Developed Property at up to 100% of the applicable Maximum Annual Special Tax. Taxable Property is classified as property for which a building permit for new construction is issued prior to March 1 of the prior Fiscal Year.
- SD-6 Street light Authorization forms, for all street lights that are conditioned to be installed as part of this project, must be submitted to the Special Districts Division for approval, prior to street light installation. The Street light Authorization form can be obtained from the utility company providing electric service to the project, either Moreno Valley Utility or Southern California Edison.

#### **Prior to Building Permit Issuance**

- SD-7 (BP) This project has been identified to be included in the formation of a Map Act Area of Benefit Special District for the construction of **major thoroughfares and/or freeway** improvements. The property owner(s) shall participate in such District, and pay any special tax, assessment, or fee levied upon the project property for such District. At the time of the public hearing to consider formation of the district, the property owner(s) will not protest the formation, but the property owners(s) will retain the right to object if any eventual assessment is not equitable, that is, if the financial burden of the assessment is not reasonably proportionate to the benefit which the affected property obtains from the improvements which are to be installed. The Developer must notify Special Districts of intent to request building permits 90 days prior to their issuance. (Street & Highway Code, GP Objective 2.14.2, MC 9.14.100)
- SD-8 (BP) This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for **Public Safety** services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the developer shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district that may already be established. The Developer must notify Special Districts of intent to request building permits 90 days prior to their issuance. (California Government Code)

SD-9 (BP) Prior to the issuance of the first building permit for this project, the developer shall pay Advanced Energy fees for all applicable Zone B (Residential Street Lighting) and/or Zone C (Arterial Street Lighting and Intersection Lighting) street lights required for this development. Payment shall be made to the City of Moreno Valley, as collected by the Land Development Division, based upon the Advanced Energy fee rate in place at the time of payment, as set forth in the current Listing of City Fees, Charges and Rates, as adopted by City Council.

The developer shall provide a receipt to the Special Districts Division showing that the Advanced Energy fees have been paid in full for the number of street lights to be accepted into the CSD Zone B and/or Zone C programs. Any change in the project which may increase the number of street lights to be installed will require payment of additional Advanced Energy fees at the then current fee.

#### **Transportation Engineering Division – Conditions of Approval**

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

Based on the information contained in our standard review process we recommend the following conditions of approval be placed on this project:

#### **GENERAL CONDITIONS**

- TE1. Conditions of approval may be modified if project is altered from any approved plans.
- TE2. Sight distance within drive aisles shall conform to City of Moreno Valley Standard No. 125A, B, C at the time of preparation of final grading, landscape, and/or street improvements.
- TE3. Prior to issuance of a construction permit, construction traffic control plans prepared by a qualified, Registered Civil or Traffic engineer may be required.
- TE4. All signing and striping shall be per the current CAMUTCD standards.

PLANNING DIVISION CONDITIONS OF APPROVAL PAGE 21

# **PUBLIC WORKS DEPARTMENT**

# **Moreno Valley Utility**

Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering. All other conditions are standard to all or most development projects.

# **Acknowledgement of Conditions**

The following items are Moreno Valley Utility's Conditions of Approval for project(s) PA13-0043; this project shall be completed at no cost to any Government Agency. All questions regarding Moreno Valley Utility's Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from Moreno Valley Utility (the Electric Utility Division) of the Public Works Department 951.413.3500. The applicant is fully responsible for communicating with Moreno Valley Utility staff regarding their conditions.

# PRIOR TO ENERGIZING MVU ELECTRIC UTILITY SYSTEM AND CERTIFICATE OF OCCUPANCY

- MVU-1 (R) For single family subdivisions, a three foot easement along each side yard property line shall be shown on the final map and offered for dedication to the City of Moreno Valley for public utility purposes, unless otherwise approved by the City Engineer. If the project is a multi-family development, townhome, condominium, apartment, commercial or industrial project, and it requires the installation of electric distribution facilities within common areas, a non-exclusive easement shall be provided to Moreno Valley Utility to include all such common areas. All easements shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
- MVU-2 (BP) City of Moreno Valley Municipal Utility Service Electrical Distribution: Prior to constructing the MVU Electric Utility System, the developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and concurrent with trenching operations and other subdivision improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and

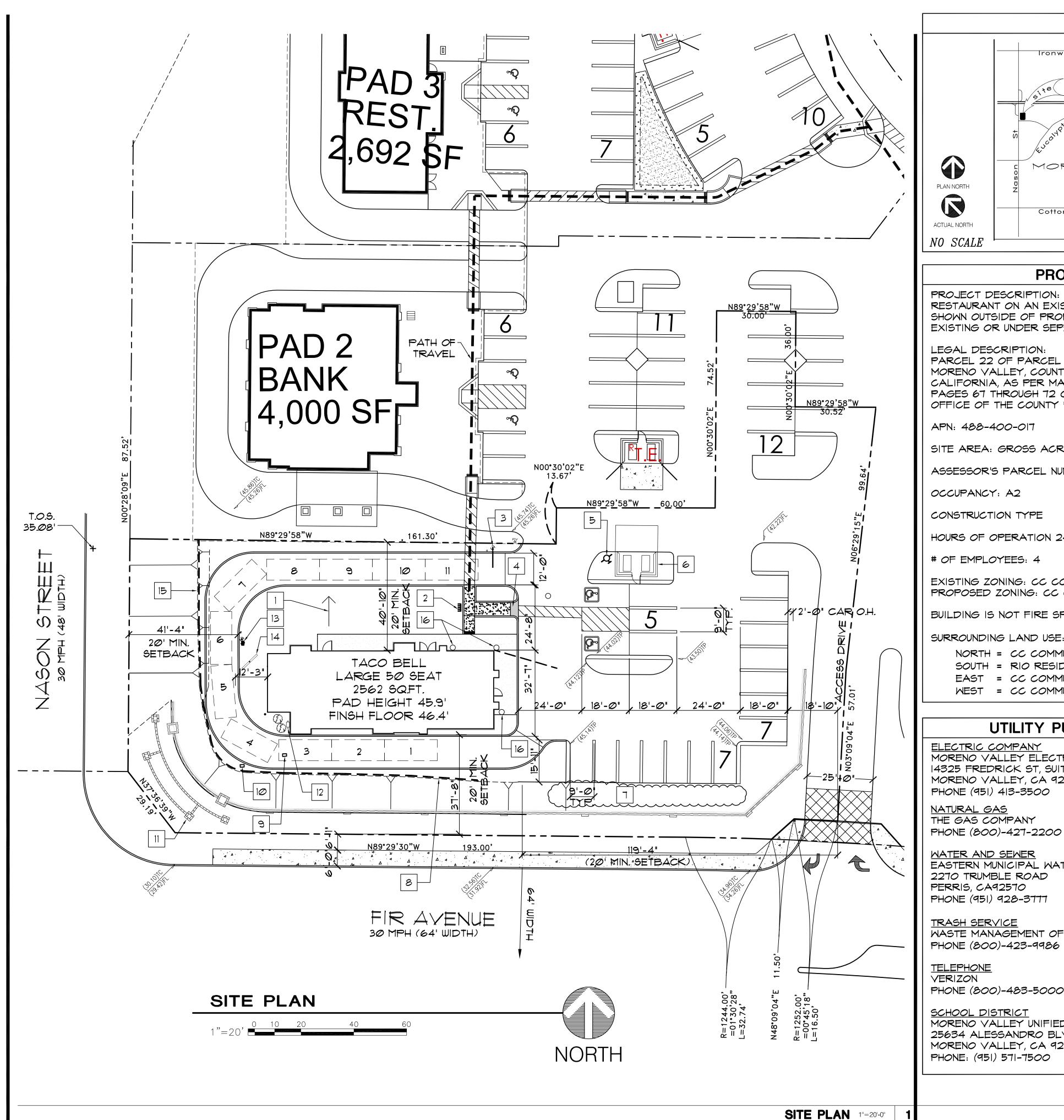
# PLANNING DIVISION CONDITIONS OF APPROVAL PAGE 22

dedication of the utility system.

The Developer **shall** coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City, or the City's designee, all utility infrastructure (including but not limited to conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, and "bring-up" facilities including electrical capacity to serve the identified development and other adjoining/abutting/ or benefiting projects as determined by Moreno Valley Utility) – collectively referred to as "utility system" (to and through the development), along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and /or delivery of any and all "utility services" to each lot and unit within the Tentative Map. For purposes of this condition, "utility services" shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. "Utility services" shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City's designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

- MVU-3 This project may be subject to a Reimbursement Agreement. The project may be responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. Payment shall be required prior to issuance of building permits.
- MVU-4 The developer will be responsible, at developer expense, for any and all costs associated the relocation of any of Moreno Valley Utility's underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.



# **VICINITY MAP** Tronwood MORENO PLAN NORTH Cottonwood

# PROJECT INFORMATION

PROJECT DESCRIPTION: PROJECT IS A DRIVE-THRU RESTAURANT ON AN EXISTING LOT. ALL IMPROVEMENTS SHOWN OUTSIDE OF PROPERTY LINE ARE EITHER EXISTING OR UNDER SEPERATE PERMIT.

LEGAL DESCRIPTION: PARCEL 22 OF PARCEL MAP 34411, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 217, PAGES 67 THROUGH 72 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

APN: 488-400-017

SITE AREA: GROSS ACREAGE = .84 AC.

ASSESSOR'S PARCEL NUMBER: 488-400-017-6

OCCUPANCY: A2

CONSTRUCTION TYPE TYPE V-B

HOURS OF OPERATION 24/DAY

# OF EMPLOYEES: 4

EXISTING ZONING: CC COMMUNITY COMMERCIAL

BUILDING IS NOT FIRE SPRINKLERED

SURROUNDING LAND USE:

NORTH = CC COMMUNITY COMMERCIAL

SOUTH = RIO RESIDENTIAL

EAST = CC COMMUNITY COMMERCIAL WEST = CC COMMUNITY COMMERCIAL

# **UTILITY PURVEYORS**

ELECTRIC COMPANY MORENO VALLEY ELECTRIC UTILITY 14325 FREDRICK ST, SUITE 9 MORENO VALLEY, CA 92553 PHONE (951) 413-3500

NATURAL GAS THE GAS COMPANY

MATER AND SEWER EASTERN MUNICIPAL WATER DISTRICT

2270 TRUMBLE ROAD PERRIS, CA92570 PHONE (951) 928-3777

TRASH SERVICE WASTE MANAGEMENT OF INLAND VALLEY PHONE (800)-423-9986

TELEPHONE VERIZON

PHONE (800)-483-5000

<u>SCHOOL DISTRICT</u> MORENO VALLEY UNIFIED SCHOOL DISTRICT 25634 ALESSANDRO BLVD. MORENO VALLEY, CA 92553 PHONE: (951) 571-7500

# **PROJECT TEAM**

OWNER: HOCK PROPERTIES, INC. C/O RAY HOCK II KARMAN COURT COTA DE CAZA, CA. 92679

ARCHITECT: HC&D ARCHITECTS 1801 LAMPTON LANE NORCO CA 92860 PH: (951) 371-2057 ATTN: CHRIS LINDHOLM LINDHOLM@HCANDDARCHITECTS.COM

# SITE ANALYSIS

SITE AREA: 36,680 SQ. FT. BUILDING AREA 2,562 SQ. FT. TACO BELL:

BUILDING HEIGHT 22'-7" (MAX) TACO BELL:

15,451 SQ. FT. 42.2% OF SITE AREA PAVING:

2,562 SQ. FT. 6.9% OF SITE AREA

LANDSCAPE: 13,785 SQ. FT. 37.6% OF SITE AREA

CONCRETE 4,882 SQ. FT. 13.3% OF SITE AREA AREA/ SIDEWALK:

PARKING:

 $\frac{2562}{100}$  = 26 STALLS

TOTAL REQUIRED 26 STALLS TOTAL PROVIDED 30 STALLS

# SITE PLAN KEY NOTES

GRADE SHALL SLOPE AWAY FROM STRUCTURE @ A MIN. OF 2% FOR A MIN. OF 3'

PROVIDE BIKE RACK FOR MIN OF 3 BICYCLES

DRIVE-THRU CLEARANCE BAR

TRUNCATED DOMES

EXISTING FIRE HYDRANT

EXISTING TRASH ENCLOSURE - TO REMAIN

EXISTING LANDSCAPE HEDGE - TO REMAIN

TOP OF EXISTING SLOPE

EXISTING PULL-BOX

RELOCATED PULL-BOX

CENTER MONUMENT SIGN

GAS METER LOCATION - SCREEN WITH

LANDSCAPING

ORDER CONFIRMATION BOARD (OCB)

MENU BOARD

36" HIGH MASONRY SCREEN WALL WITH STUCCO

FINISH

TRASH RECEPTACLES - TYP 3 PLACES

# NOTICE

THIS DRAWING AND ALL INFORMATION THEREON IS THE PROPERTY OF HC&D ARCHITECTS AND SHALL NOT BE COPIED OR USED EXCEPT FOR THE PURPOSED FOR WHICH IS EXPRESSLY FURNISHED THE DRAWING AND ANY COPIES THEREOF, PARTIAL OR COMPLETE, SHALL BE RE-TURNED TO THE OWNER UPON DEMAND.

PREPARED BY:



1801 LAMPTON LN. NORCO, CALIFORNIA 92860 PHONE: 951 · 371-2057 FAX: 951 · 371-5924



# PREPARED FOR

TACO BELL 1 GLEN BELL WAY, MD 534 IRVINE, CA. 92618 Contact: STEVE PULCHEON Phone: (949) 863-3864

RESUBMIT TO PLANNING 10/9/2013
$\overline{\triangle}$
$\triangle$

CONTRACT DATE: BUILDING TYPE: T50BRBA PLAN VERSION: SITE NUMBER: 309443 **ENTITY NUMBER:** 417938 HC&D JOB# 12043

> TACO BELL 27010 FIR AVENUE MORENO VALLEY, CA 92555



CASE NUMBER: PAI3-0043

**OVERALL** SITE PLAN

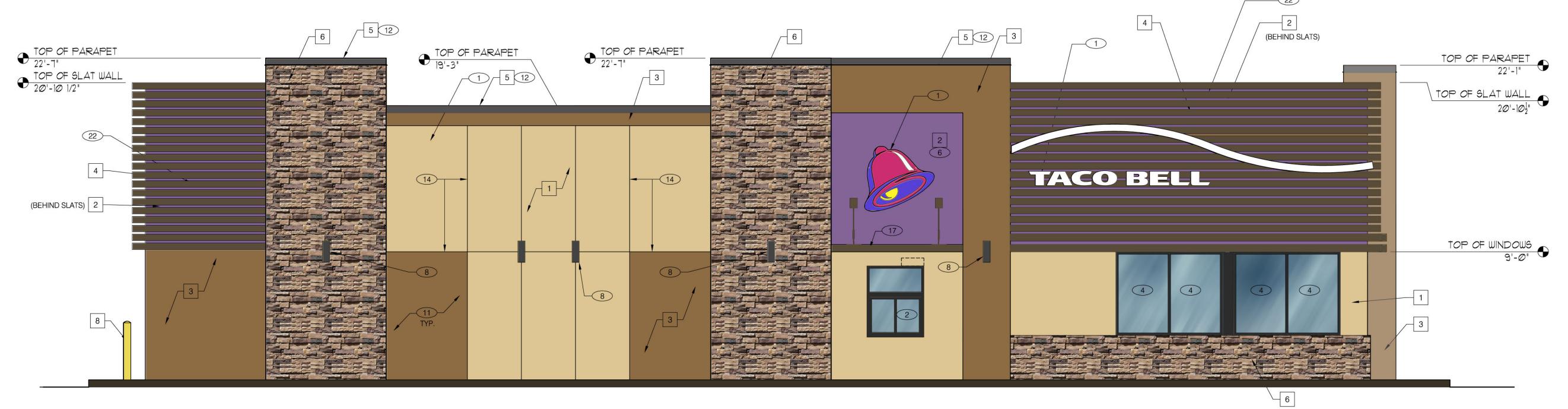
11-12-13

This page intentionally left blank.

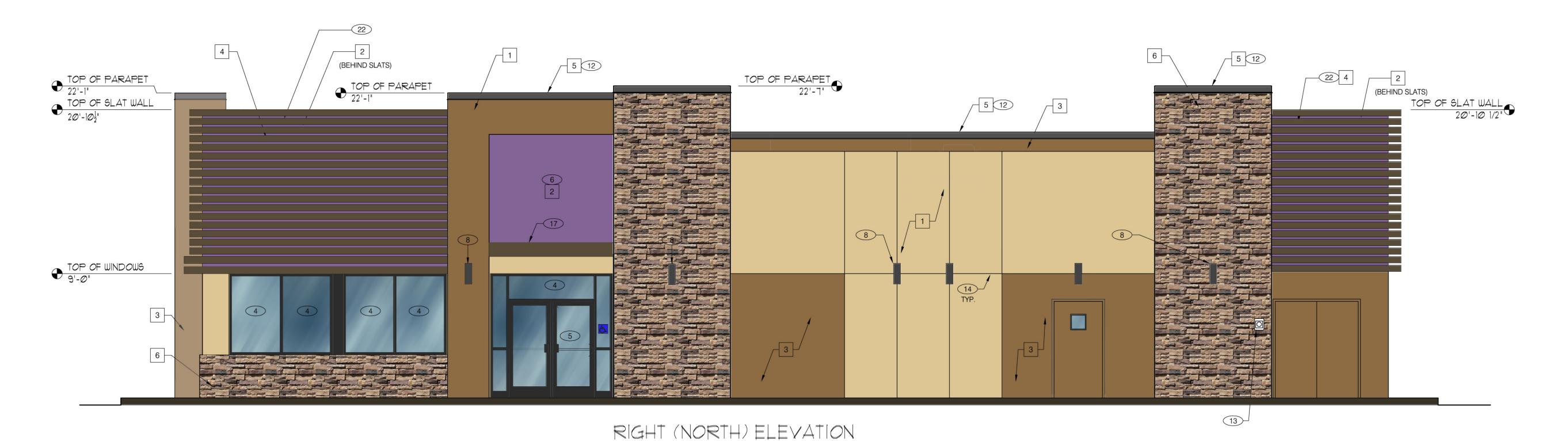


FRONT (EAST) ELEVATION

REAR (WEST) ELEVATION



LEFT (SOUTH) ELEVATION



MATERIAL SCHEDULE MANUFACTURER ALTERNATE MFR. ALTERNATE COLOR MAIN BUILDING COLOR SHERWIN WILLIAMS SW 6122 "CAMEL BACK" WALL COLOR SHERWIN WILLIAMS SHERWIN WILLIAMS MATCH BENJAMIN MOORE BURNT SIENNA 1196 ACCENT COLOR 1196 BURNT SIENNA BENJAMIN MOORE SLAT WALL AND VALANCE COLOR SW 7034 "STATUS BRONZE" (EQUAL) PARAPET CAP COLOR SHERWIN WILLIAMS SW 7069 "IRON ORE" EL DORADO STONE MOUNTAN LEDGE SYCAMORE STONE WALL STOREFRONT WINDOWS YELLOW - 1/4" THCIK PLASTIC COVER (US.POSTMAN.COM) OR EQUAL 8 PIPE BOLLARDS

16 NOT USED

18 NOT USED.

20 NOT USED. 21 NOT USED

17 CANOPY AND TRELLIS

19 RTU BEYOND. PAINT TO MATCH BUILDING WALL.

22 ALUMINUM SLAT WALL BY VENDOR.

- 1 BUILDING SIGN. 2 DRIVE THRU WINDOW.
- 3 ROOF BEYOND.
- 4 STOREFRONT TYPICAL. 5 DOUBLE DOOR.
- 6 LEXAN PURPLE PANEL BY STOUT
- 7 ARCHITECTURAL ALUMINUM VALANCE BY VENDOR. 8 LIGHT SCONCE. (CENTER OF BRACKET AT 9'-2").
- 9 ASSUME D/T LANE SURFACE IS 6" BELOW THE FINISH FLOOR.
- 10 OVERFLOW PIPE. 11 STUCCO FINISH
- 12 PARAPET COPING. USE THE DURO-LAST PRE-FINISHED EDGE TRIM.
- 13 CO2 FILLER VALVE & COVER. SEE DETAIL 5/A6.2 SIM.
- 14 STUCCO REGLET
- 15 GAS SERVICE.

**ATTACHMENT 4** 

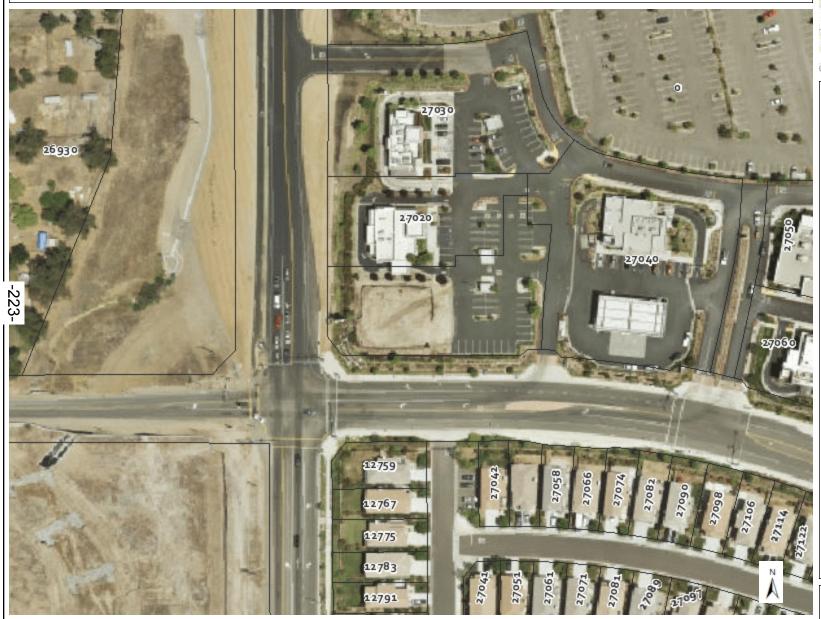
CASE NUMBER: PA13-0043



This page intentionally left blank.



# Aerial Photograph





# Legend

**Public Facilities** 

Public Facilities

Fire Stations

Parcels

City Boundary

Sphere of Influence

Notes

**ATTACHMENT 5** 

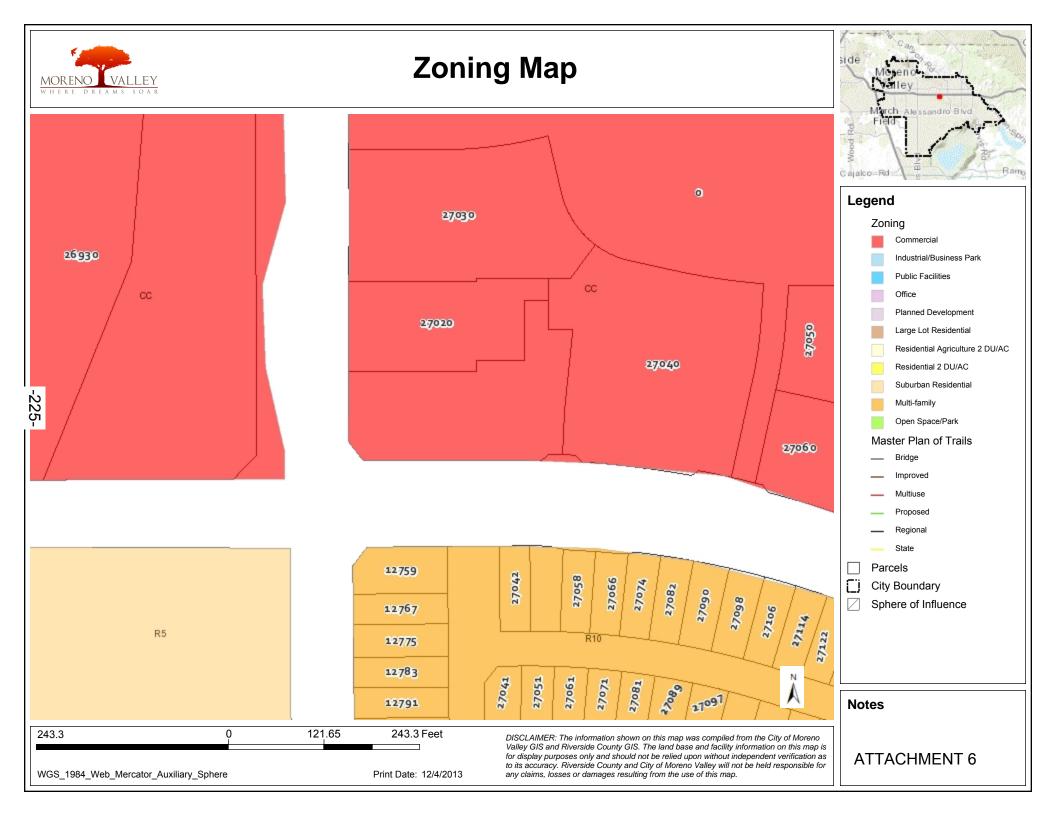
243.3 0 121.65 243.3 Feet

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

Print Date: 12/4/2013

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County 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.

This page intentionally left blank.



This page intentionally left blank.



# PLANNING COMMISSION STAFF REPORT

Case:	PA12-0023 Plot Plan

Date: December 12, 2013

Applicant: First Industrial

Representative: Sandy Chandler

Location: NWC Nandina Avenue and Perris

Boulevard

Proposal: A Plot Plan for the construction of a

400,130 square foot warehouse building located on the southwest corner of Perris Boulevard and San Michele Road on 17.69 acres. The proposed project will eliminate the existing truck storage facility on the southern portion of the site, the approved (but not constructed) truck storage lot on the north portion of the site and the entitled 181,031 warehouse building (PA07-0167) on the southern portion of the site. The site is in the Specific Plan 208 I which allows warehouse facilities. Approval of this project will require certification of an

EIR.

Recommendation: Approval

#### SUMMARY

The project consists of a Plot Plan for a 400,130 square foot warehouse building on 17.69 acres. It replaces the existing truck storage lot on the south portion of the site and the approved truck storage facility on the north side of the site. The site is in the Specific

Plan

208

Industrial.

# **PROJECT DESCRIPTION**

# **Project**

The applicant, First Industrial, LP, is requesting an approval of a Plot Plan (PA12-0023) to construct a 400,130 square foot warehouse distribution facility. The project is proposed to be located on 17.69 acres located on the southwest corner of Perris Boulevard and San Michele Road. The project will replace the existing and approved truck storage facility.

The proposed warehouse facility is a permitted use within the Industrial (I) zone of the Moreno Valley Specific Plan 208 Industrial (SP208I). The Specific Plan is intended to provide locations for medium to heavy industrial and warehouse land uses.

The proposed warehouse building is being built for single or multiple tenant occupancy. A tenant has not been identified. The building will include loading docks with roll-up doors and truck staging and parking areas on the east elevation with auto parking on the north and south sides of the building.

# <u>Site</u>

The project is located mid-portion of the Specific Plan 208 I along Perris Boulevard between Nandina Avenue and San Michele Road. A portion of the site is an existing truck storage facility used by the warehouse to the west.

The north portion of the site is vacant with a truck storage lot approved for the site. Additionally, an 181,031 square foot building is approved for the south portion of the site.

# **Surrounding Area**

All of the surrounding land uses are Industrial and within the Specific Plan 208I. Properties to the east and west are developed industrial uses. Properties to the north include vacant land and one vacant single family residence.

# Access/Parking

The project will be accessed from San Michele Road and Nandina Avenue.

The project is conditioned to provide improvements to San Michele Road and modify the Perris Boulevard frontage by removing the existing driveway. A bus bay will be installed on Perris Boulevard. Nandina Avenue has been improved to its ultimate with the prior project.

The proposed warehouse distribution facility includes two driveways on both San Michele Road and Nandina Avenue. The driveways on San Michele Road includeone for trucks and one for employees and visitors. Nandina Avenue will have one driveway for trucks and one for employees.

Traffic signals will be modified per the approval by the City Engineer.

# Design/Landscaping

The architectural design of the building is a concrete tilt-up design. Colors of the building will include earth tones for all walls with varying amounts of access colors and vertical features to break up the architecture of the building, designed to complement the existing building to the west. Roof top equipment will be screened from public view.

Landscaping will be provided per the landscape requirements with enhanced planting schemes at each of the driveways and along Perris Boulevard.

# **REVIEW PROCESS**

The applicant submitted the project on May 9, 2012 for a warehouse distribution facility. The project was reviewed by the Project Review Staff Committee on June 12, 2012. Comments from staff included required revisions to the site plan, grading plan, drainage study and Preliminary Water Quality Management Plan . The Preliminary Water Quality Management Plan was accepted by the City on August 3, 2012.

# **ENVIRONMENTAL**

## Initial Study/Notice of Preparation

An Initial Study was prepared by the consultant after all discretionary applications were deemed complete. Based on the Initial Study, a Focused Environmental Impact Report (EIR) was recommended. A Notice of Preparation for the EIR was prepared with the public comment period beginning on December 3, 2012 and ending on January 14, 2013.

### Draft Environmental Impact Report

Subsequently. draft environmental documents were prepared by the environmental consultant T&B Planning, Inc. and submitted to the City for review.

City staff reviewed the draft environmental documents for compliance with the California Environmental Quality Act (CEQA) Guidelines and required revisions to address identified questions and concerns. After revisions were incorporated into the document, the Draft EIR was circulated for a 45-day public review period, starting on June 12, 2013, and ending on July 29, 2013.

The Draft EIR was sent to all required State and local agencies and numerous interested parties. Ten comment letters were received during the 45-day review period.

## Final Environmental Impact Report

Responses to the ten comments received during the 45 day review period are included in the Response to Comments. The Response to Comments and related documents were mailed to all interested parties and responsible agencies on November 27, 2013, to allow for review prior to Planning Commission hearing. As was the case with the Draft EIR, the draft Final EIR was provided for public review at City Hall, the City Library and posted on the City's website.

## Significant and Unavoidable Impacts

The analysis presented in the EIR indicates that the proposed project will have a number of potentially significant impacts, either as direct result of the proposed project or cumulatively with other proposed projects on traffic, air quality, and noise. The EIR includes a number of proposed mitigation measures to reduce or eliminate potential significant impacts. Even with proposed mitigation, a number of potential impacts cannot be reduced to a less than significant level. As identified in the document, these noted impacts above are considered to be significant and unavoidable.

Although impacts to traffic, air quality, and noise cannot be reduced to less than significant levels, CEQA allows a decision making body to consider a statement of overriding considerations and findings. CEQA requires the decision making agency to balance the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental impacts when determining whether to approve the proposed project. This would include project benefits such as the creation of jobs or other beneficial project features versus project impacts that cannot be mitigated to less than significant levels. If the decision making body determines that the benefits of a proposed project outweigh the unavoidable adverse environmental effects, it may approve a statement of overriding considerations and approve the project.

## Mitigation Measures

The Final Environmental Impact Report recommends 22 project specific and cumulative mitigation measures to reduce impacts related to air quality, greenhouse gas emissions, noise, transportation/traffic and biological resources. All other environmental effects evaluated in the EIR are considered to be less than significant without mitigation.

Mitigation measures are included to reduce the environmental impacts where possible, even where the impacts could not be reduced to less than significant levels.

## Approval and Certification

The Planning Commission will take public testimony on the EIR and project. Before action on the proposed project, the Planning Commission will review the final environmental document and make a recommendation to the City Council to either certify or reject the EIR and project Mitigation Monitoring Program.

### 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. As of the date of report preparation, staff had received no public inquiries in response to the noticing for this project.

# **REVIEW AGENCY COMMENTS**

Staff received the following responses to the Project Review Staff Committee transmittal; which was sent to all potentially affected reviewing agencies.

<b>Agency</b>		Response D	<u> Date</u>	Comments
Riverside	County	June 7, 2012	2	Perris Valley MDP Lateral B-1 and within the
Flood Control				limits of the Perris Valley Area Drainage Plan which fees have been adopted.
Departmer Air Force	nt of The	June 7, 2012	2	Project is within the 2007 Joint Land Use Study "Zone E" Compatibility Zone Delineation. Subject to noise and risk associated with aircraft operations at March Air Reserve Base but impacts are minimal that land use restrictions are generally
D' 'd-	<b>T</b>	L 4 0044	,	unnecessary.
Riverside Agency	Transit	June 4, 2012	2	Recommends bus bay on SWC Perris/San Michele. Traffic lane improvements no street side overhead obstructions.
Eastern Water Dist	Municipal rict	September 2013	25,	Contact EMWD regarding water services.

# STAFF RECOMMENDATION

Staff recommends that the Planning Commission **APPROVE** Resolution No. 2013-30, and thereby:

- 1. CERTIFY that the Final Environmental Impact Report (EIR) (P12-064) for the First Inland Logistics Center II on file with the Community & Economic Development Department has been completed in compliance with the California Environmental Quality Act, that the Planning Commission reviewed and considered the information contained in the Final EIR and that the Final EIR reflects the City's independent judgment and analysis; and
- 2. **ADOPT** the Findings and Statement of Overriding Considerations regarding the Final EIR for the First Inland Logistics Center II, attached hereto as Exhibit B; and
- 3. **APPROVE** the Mitigation Monitoring Program for the Final EIR for the proposed project, attached hereto as Exhibit C; and
- 4. **APPROVE** Plot Plan PA12-0023 subject to the attached conditions of approval included as Exhibit A.

Prepared by:	Approved by:
Julia Descoteaux Associate Planner	Chris Ormsby, AICP Interim Planning Official
Associate Flatillei	intenin Planning Official
ATTACHMENTS:	<ol> <li>Public Hearing Notice</li> <li>Planning Commission Resolution No. 2013-30 with Conditions of Approval attached as Exhibit A Statement of Overriding Considerations as Exhibit B and Mitigation Monitoring Program as Exhibit C.</li> <li>Final EIR</li> <li>Draft EIR</li> <li>Aerial Map</li> <li>Zoning Map</li> <li>Project Plans</li> </ol>



# 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: PA12-0023 (Plot Plan)

APPLICANT/OWNER: First Industrial LP

REPRESENTATIVE: Albert A Webb Associates

LOCATION: SWC Perris Boulevard and San

Michele Road.

**PROPOSAL:**A Plot Plan for the construction of a 400,130 square foot warehouse building located on the southwest corner of Perris Boulevard and San Michele Road on 17.69 acres. The proposed project will eliminate the existing truck storage facility on the southern portion of the site, the approved (but not constructed) truck storage lot on the north portion of the site and the entitled 181,031 warehouse building (PA07-0167) on the southern portion of the site. The site is in the Specific Plan 208 I which allows warehouse facilities. Approval of this project will require certification of an EIR.

COUNCIL DISTRICT: 4

STAFF RECOMMENDATION: Approval

**ENVIRONMENTAL DETERMINATION:** An Environmental Impact Report (P12-064), Statement of Overriding Considerations and Mitigation Monitoring Program have been prepared for this project (SCH#2012121011). A draft document was circulated to the public (including interested parties/responsible agencies) for review from June 12, 2013 to July 29, 2013.

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 and 2<sup>nd</sup> and 4<sup>th</sup> Fridays 7:30am to 1:30pm), 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 NØ

# PLANNING COMMISSION HEARING

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

DATE AND TIME: December 12, 2013 at 7 PM

**CONTACT PLANNER:** Julia Descoteaux

**PHONE**: (951) 413-3209

**ATTACHMENT 1** 

This page intentionally left blank.

## PLANNING COMMISSION RESOLUTION NO. 2013-30

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY TO CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT (P12-064), ADOPT THE FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATION, APPROVE THE MITIGATION MONITORING PROGRAM FOR THE FIRST INLAND LOGISTICS CENTER II, AND APPROVE PA12-0023 A PLOT PLAN FOR THE CONSTRUCTION OF A WAREHOUSE BUILDING TO BE LOCATED ON THE SWC OF PERRIS BOULEVARD AND SAN MICHELE ROAD ASSESSORS PARCEL NUMBERS 316-200-001, 015, 019, 035 AND 034.

**WHEREAS,** First Industrial, LP, has filed an application for the approval of PA12-0023, a Plot Plan for a warehouse building, as described in the title of this Resolution; and

**WHEREAS**, on December 12, 2013 the Planning Commission of the City of Moreno Valley held a meeting to consider the application; and

**WHEREAS**, all legal prerequisites to the adoption of this Resolution have occurred; and

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 December 12, 2013, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

#### Attachment 2

1. Conformance with General Plan Policies – The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

**FACT:** The General Plan encourages a mix of industrial uses to provide a diversified economic base and ample employment opportunities. Stated policies require the avoidance of adverse impacts on surrounding properties and the screening of industrial uses to reduce glare, noise, dust, vibrations and unsightly views. The project as designed and conditioned would achieve the objectives of the City of Moreno Valley's General Plan. The proposed project is consistent with the General Plan and does not conflict with the goals, objectives, policies, and programs established within the Plan. The project will facilitate the orderly and proximate expansion of the Industrial area providing employment and other benefits to the community.

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

**FACT:** The project site is within the Specific Plan 208 Industrial (SP208I). The plot plan as designed and conditioned will comply with all applicable specific plan regulations. The project is designed in accordance with the provisions of the Specific Plan 208I.

**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 warehouse building as designed and conditioned will not adversely affect the public health, safety or general welfare. A Final EIR has been prepared to address the potential environmental impacts of the project in accordance with the provisions of the California Environmental Quality Act (CEQA).

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 project is located on the southwest corner of Perris Boulevard and San Michele Road, easterly of the March Air Reserve Base (MARB), and approximately two miles easterly of Interstate 215 (I-215). Land uses to the north include vacant land with an approved vehicle tow storage lot. Land uses to the east and west include existing industrial warehouse buildings. The project as designed and conditioned is compatible with existing and

proposed land uses in the vicinity. The industrial use is a permitted use in Specific Plan 208 Use zone. The proposed building will be a compatible in use, architecture, and stature with other developments in the general vicinity

# C. FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

### 1. FEES

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon information provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

# 2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approval for PA12-0023 incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

# 3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Section 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020(a) and

failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it revive challenges to any fees for which the Statute of Limitations has previously expired.

**BE IT FURTHER RESOLVED** that the Planning Commission **HEREBY APPROVES** Resolution No. 2013-30, and thereby:

- 1. CERTIFY that the Final Environmental Impact Report (EIR) (P12-064) for the First Inland Logistics Center II on file with the Community & Economic Development Department, incorporated herein by this reference, has been completed in compliance with the California Environmental Quality Act, that the Planning Commission reviewed and considered the information contained in the Final EIR and that the Final EIR reflects the City's independent judgment and analysis; and
- 2. **ADOPT** the Findings and Statement of Overriding Considerations regarding the Final EIR for the First Inland Logistics Center II, attached hereto as Exhibit B; and
- 3. **APPROVE** the Mitigation Monitoring Program for the Final EIR for the proposed project, attached hereto as Exhibit C; and
- 4. APPROVE Plot Plan PA12-0023 subject to the attached conditions of approval included as Exhibit A.

**APPROVED** this 12<sup>th</sup> day of December, 2013.

ATTEST:	Meli Van Natta Chair, Planning Commission
John C. Terell, Planning Official Secretary to the Planning Commission	
APPROVED AS TO FORM:	
City Attorney	
Attachments	

# CITY OF MORENO VALLEY CONDITIONS OF APPROVAL PLOT PLAN PA12-0023

APN: 316-200-001, 015, 019, 035 & portion of 034

APPROVAL DATE: December 12, 2013 EXPIRATION DATE: December 12, 2016

- X Planning (P), including School District (S), Post Office (PO), Building (B)
- X Fire Prevention Bureau (F)
- X Land Development (LD)
- X Public Works, Special Districts (SD)
- X Public Works Transportation Engineering (TE)
- X Moreno Valley Utilitas (MVU)

**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**

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

## **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. This project is located within Specific Plan 208 Industrial. 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)
- P3. The site shall be developed in accordance with the approved plans on file in the Community & Economic Development Department Planning Division, the Municipal

#### Exhibit A

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

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

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

- 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)
- P4. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
- 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. A Plot Plan approval for an approximately 400,130 square foot industrial warehouse building to be located on approximately 17.69 acres in the Specific Plan 208 Industrial zone to include 59 dock doors and required parking for autos and truck trailers. A change or modification shall require separate approval.
- P9. Conditions of Approval for PA07-0167 (181,031 sq.ft. warehouse building) and P12-061 (truck storage lot SWC Perris/San Michele) apply should the property owner wish to construct PA07-0167 AND P12-061 as approved. Once Precise Grading plans have been submitted and approved for the Plot Plan PA12-0023, PA07-0167 and P12-061 shall be closed.
- P10. Prior to issuance of precise grading permits, the developer shall submit wall/fence/security gate system plans to the Community and Economic Development Department Planning Division for review and approval.
- P11. This project is subject to Water Supply Assessment issued by Eastern Municipal Water District (EMWD). Contact EMWD for current requirements.

- P12. The screen wall along Perris Boulevard and San Michele Road shall be constructed in the early stages of the project.
- P13. Mitigation measures contained in the Mitigation Monitoring Program approved with this project shall be implemented as provided therein. A mitigation monitoring fee, as provided by City ordinance, shall be paid by the applicant within 30-days of the project approval. No City permit or approval shall be issued until such fee is paid. (CEQA)

# **Prior to Issuance of Grading Permits**

P14. (GP) If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community & Economic Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, no further disturbance shall occur until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be contacted within a reasonable timeframe to identify the "most likely descendant." The "most likely descendant" shall then make recommendations, and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).

- P15. (GP) Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
- P16. (GP) Prior to the issuance of grading permits, the final erosion control landscape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to the Planning Division for review and approval for the phase in process. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer for that phase. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be landscaped and stabilized to minimize visual scarring. (GP Objective 1.5, MC 9.08.080, DG)

- P17. (GP) Prior to approval of any grading permits, final median enhancement/landscape/irrigation plans shall be submitted to the Planning Division, and Public Works Department Special Districts for review and approval by each division. (GP Circulation Master Plan) Timing of installation shall be determined by PW- Special Districts.
- P18. (GP) Prior to approval of any grading permits, plans for any security gate system shall be submitted to the Planning Division for review and approval.
- P19. (GP) Within thirty (30) days prior to any grading or other land disturbance, a focused pre-construction survey for Burrowing Owls shall be conducted pursuant to the established guidelines of Multiple Species Habitat Conservation Plan. If a Burrowing Owl is found present on the project site, the protocol of the Multi-Species Habitat Conservation Program shall be followed.
- P20. (GP) Decorative pedestrian pathways across circulation aisles/paths shall be provided throughout the development to connect dwellings with open spaces and/or recreational uses or commercial/industrial buildings with open space and/or parking and/or the public right-of-way. The pathways shall be shown on the precise grading plan. The decorative treatment shall provide a contrast in color and texture from the adjoining pavement surface. (No painted hatched lines will be allowed) (GP Objective 46.8, DG)
- P21. (GP) Bicycle parking shall be provided (i.e. racks) at a minimum of five (5) percent of the required vehicular parking, to be located near the designated office area.
- P22. (GP) Prior to the issuance of building permits, the site plan shall show decorative concrete pavers for all driveway ingress/egress locations of the project. The decorative treatment shall extend the full width of the driveway, project at least 20 feet into the site and shall provide a contrast in color and texture from the adjoining pavement surface.
- P23. (GP) Prior to issuance of grading permits, the developer shall submit wall/fence plans to the Planning Division for review and approval as follows:
  - A. A 3 foot high decorative wall, solid hedge or berm shall be placed in any setback areas between a public right of way and a parking lot for screening.
  - B. Any proposed retaining walls shall also be decorative in nature, while the combination of retaining and other walls on top shall not exceed the height requirement.
  - C. Proposed screening walls for truck loading areas and required

loading docks shall also include decorative walls with pilasters with a height up to fourteen (14) feet to fully screen trucks. Design, colors and materials shall be consistent with those indicated for the building as approved by the Planning Official.

- D. Any open fencing around water quality features shall take into consideration safety and aesthetics.
- E. Walls and fences for visual screening are required when there are adjacent residential uses or residentially zone property. The height, placement and design will be based on a site specific review of the project. All walls are subject to the approval of the Planning Official. (DC 9.08.070)

# PRIOR TO BUILDING PERMITS

P24. (BP) Prior to issuance of building permits, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as shown on the final working drawings. Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building(s); back-flow preventers shall be screened by landscaping. (GP Objective 43.30, DG)

P25. Building plans shall reflect the following features:

- a. Colors shall be per the approved colors.
- b. Downspouts shall be integrated into the building design along the north, east and south elevations.
- c. Ventilation louvers if necessary, on the west elevation only.
- d. Integrated treatment for the man doors on the north, south and east elevations.
- P26. Building plans shall include electrical outlets in the truck loading area for refrigerated trucks to eliminate idling.
- P27. (BP) Prior to issuance of building permits, screening details shall be addressed on plans for roof top equipment and trash enclosures submitted for Planning Division review and approval. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. For trash enclosures, landscaping shall be included on at least three sides. The trash enclosure, including any roofing, shall be compatible with the architecture for the building(s). (GP Objective 43.6, DG)

- P28. (BP) Prior to issuance of building permits, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it does not exceed 0.5 foot candles illumination beyond at the property line. The lighting level for all parking lots or structures shall be a minimum coverage of one foot-candle of light with a maximum of eight foot-candles. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG)
- P29. (BP) Prior to issuance of building permits, the developer or developer's successor-ininterest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fees (TUMF), Multi-species Habitat Conservation Plan (MSHCP) mitigation fees, and the City's adopted Development Impact Fees. (Ord)
- P30. (BP) Prior to issuance of building permits, the applicant shall obtain a Land Use Clearance stamp from the Community & Economic Development Department Planning Division on the final check set.
- P31. (BP) Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. After the third plan check review for landscape plans, an additional plan check fee shall apply. The plans shall be prepared in accordance with the City's Landscape Standards and shall include:
  - A. A 3 foot high decorative wall, solid hedge or berm shall be placed in any setback areas between a public right of way and a parking lot for screening of vehicle lights.
  - B. Finger and end planters with required step outs and curbing shall be provided every 12 parking stalls as well as at the terminus of each aisle.
  - C. Drought tolerant landscape shall be used. Sod shall not be included in the design.
  - D. Street trees shall be provided every 40 feet on center in the right of way.
  - E. On-site trees shall be planted at an equivalent of one (1) tree per thirty (30) linear feet of the perimeter of a parking lot and per thirty linear feet of a building dimension for the portions of the building visible from a parking lot or right of way. Trees may be massed for pleasing aesthetic effects.
  - F. Enhanced landscaping shall be provided at all driveway entries and along Perris Boulevard.

- G. The review of all utility boxes, transformers etc. shall be coordinated to provide adequate screening from public view.
- H. All site perimeter and parking lot landscape and irrigation shall be installed prior to the release of certificate of any occupancy permits for the site or pad in question.

# PRIOR TO CERTIFICATE OF OCCUPANCY

- P32. (CO) Prior to issuance of Certificates of Occupancy or building final, the required landscaping and irrigation shall be installed. (DC 9.03.040)
- P33. Prior to the issuance of Certificate of Occupancy or building final, signs shall be installed in the truck loading areas limiting idling to less than 5 minutes.
- P34. (CO) Prior to the issuance of Certificates of Occupancy or building final, all required and proposed fences and walls shall be constructed according to the approved plans on file in the Planning Division. (MC 9.080.070).
- P35. (BP/CO) Prior to issuance of Certificate of Occupancy or building final, installed landscaping and irrigation shall be inspected by the Planning Division. All onsite and common area landscaping shall be installed in accordance with the City's Landscape Standards and the approved project landscape plans and all site clean-up shall be completed.

## **Building and 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 <u>Building and Safety Division as a separate submittal</u>. The 2010 edition of the California Codes became effective for all permits issued after January 1, 2011.
  - COMMERCIAL, INDUSTRIAL, MULTI-FAMILY PROJECTS INCLUDING CONDOMINIUMS, TOWNHOMES, DUPLEXES AND TRIPLEX BUILDINGS REQUIRE THE FOLLOWING.
- 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.

## SCHOOL DISTRICT

S1. (BP) Prior to issuance of building permits, the developer shall provide to the Community & Economic Development Director a written certification by the affected school district that either: (1) the project has complied with the fee or other exaction levied on the project by the governing board of the district, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the project.

# **UNITED STATES POSTAL SERVICE**

PO1. (BP) Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

## POLICE DEPARTMENT

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

### Standard Conditions

- PD1. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard as determined by the Public Works Department. If security fencing is required, it shall remain in place until the project is completed or the above conditions no longer exist. (DC 9.08.080)
- PD2. (GP) Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the following:

- a. The name (if applicable) and address of the development.
- b. The developer's name, address, and a 24-hour emergency telephone number. (DC 9.08.080)
- PD3.(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)
- PD4.Addresses needs to be in plain view visible from the street and visible at night. It needs to have a backlight, so the address will reflect at night or a lighted address will be sufficient.
- PD5.All exterior doors in the rear and the front of the buildings need an address or suite number on them.
- PD6.All rear exterior doors should have an overhead low sodium light or a light comparable to the same.
- PD7. The exterior of the building should have high-pressure sodium lights and or Metal halide lights installed and strategically placed throughout the exterior of the building. The parking lots should have adequate lighting to insure a safe environment for customers and or employees.
- PD8.All landscape cover should not exceed over 3' from the ground in the parking lot.
- PD9.Bushes that are near the exterior of the building should not exceed 4' and should not be planted directly in front of the buildings or walkways.
- PD10.Trees, which exceed 20', should have a 7' visibility from the ground to the bottom half of the tree. This is so that patrons or employees can view the whole parking lot while parking their vehicles in the parking lot.
- PD11.Window coverings shall comply with the city ordinance.
- PD12.A monument address is to be located in front of the main entrance.

CITY OF MORENO VALLEY CONDITIONS OF APPROVAL

Case No: PA12-0023

APN: 316-200-001, 015, 019, 035, 034

DATE: 11/25/13

## FIRE PREVENTION BUREAU

1. Additional hydrants shall be required on and off site.

2. 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. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering \_4000\_\_ GPM for \_4\_\_ hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B) . The 50% reduction in fire flow was granted for the use of fire sprinklers throughout the facility. The reduction shall only apply to fire flow, hydrant spacing shall be per the fire flow requirements listed in CFC Appendix B and C.
- F3. Industrial, Commercial, Multi-family, Apartment, Condominium, Townhouse or Mobile Home Parks. A combination of on-site and off-site super fire hydrants (6" x 4" x 2 ½" x 2 ½") and super enhanced fire hydrants (6" x 4" x 4" x 2 ½") shall not be closer than 40 feet and more than 150 feet from any portion of the building as measured along approved emergency vehicular travel ways. The required fire flow shall be available from any adjacent fire hydrant(s) in the system. Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, super or enhanced fire hydrants as determined by the fire code official shall be provided at spacing not to exceed 500 feet of frontage for transportation hazards. (CFC 507.5.7 & MVMC 8.36.060 Section K)
- F4. 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)

- F5. Prior to construction and issuance of building permits, all locations where structures are to be built shall have an approved Fire Department emergency vehicular access road (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4 and MVMC 8.36.050 Section A)
- F6. Prior to construction and issuance of Building Permits, fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) or thirty (30) feet as approved by the Fire Prevention Bureau and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
- F7. Prior to construction, all roads, driveways and private roads shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
- F8. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
- F9. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.3)
- F10. Prior to building construction, dead end roadways and streets which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
- F11. Prior to issuance of Building Permits, the applicant/developer shall participate in the Fire Impact Mitigation Program. (Fee Resolution as adopted by City Council)
- F12. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall:
  - a) Be signed by a registered civil engineer or a certified fire protection engineer;
  - b) Contain a Fire Prevention Bureau approval signature block; and
  - c) Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau.

After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available

- unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507.5)
- F13. 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)
- F14. 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)
- F15. 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)
- F16. 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)
- F17. 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. 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)
- F18. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall be responsible for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from both the County of Riverside Community Health Agency Department of Environmental Health and the Fire Prevention Bureau. (CFC 105)
- F19. 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)

- F20. 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.
- F21. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
- F22. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060)
- F23. Prior to construction, "private" driveways over 150 feet in length shall have a turnaround as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. Driveway grades shall not exceed 12 percent. (CFC 503 and MVMC 8.36.060)
- F24. 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.
- F25. 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.
- F26. 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)
- F27. Prior to issuance of Certificate of Occupancy, permits are required to store, dispense, use or handle hazardous material. Each application for a permit shall include a hazardous materials management plan (HMMP). The location of the

HMMP shall be posted adjacent to (other) permits when an HMMP is provided. The HMMP shall include a facility site plan designating the following:

- a) Storage and use areas;
- b) Maximum amount of each material stored or used in each area:
- c) Range of container sizes;
- d) Locations of emergency isolation and mitigation valves and devises;
- e) Product conveying piping containing liquids or gases, other than utilityowned fuel gas lines and low-pressure fuel gas lines;
- f) On and off positions of valves for valves which are of the self-indicating type;
- g) Storage plan showing the intended storage arrangement, including the location and dimensions of aisles. The plans shall be legible and approximately to scale. Separate distribution systems are allowed to be shown on separate pages; and
- h) Site plan showing all adjacent/neighboring structures and use.

NOTE: Each application for a permit shall include a hazardous materials inventory statement (HMIS).

- F28. Before a Hazardous Materials permit is issued, the Fire Chief shall inspect and approve the receptacles, vehicles, buildings, devices, premises, storage spaces or areas to be used. In instances where laws or regulations are enforceable by departments other than the Fire Prevention Bureau, joint approval shall be obtained from all departments concerned. (CFC Chapter 27)
- F29. 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)
- F30. 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)
- F31. 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)
- F32. 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)

- F33. 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)
- F34. Emergency and Fire Protection Plans shall be provided when required by the Fire Prevention Bureau. (CFC Section 105)
- F35. 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.
- F36. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.

# CITY OF MORENO VALLEY PUBLIC WORKS DEPARTMENT - LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

PA12-0023 – Plot Plan for 400,130 SF Industrial Warehouse Building APN 316-200-001, 316-200-015, 316-200-019, 316-200-035, Portion of 316-200-034

**Note:** All Special Conditions are in **Bold** lettering and follow the standard conditions.

# PUBLIC WORKS DEPARTMENT - LAND DEVELOPMENT DIVISION

The following are the Public Works Department – Land Development Division Conditions of Approval for this project and shall be completed at no cost to any government agency. All questions regarding the intent of the following conditions shall be referred to the Public Works Department – Land Development Division.

#### **General Conditions**

- LD1. (G) The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC)
- LD2. (G) If the project does not involve the subdivision of land and it is necessary to dedicate right-of-way/easements, the developer shall make the appropriate offer of dedication by separate instrument. The City Engineer may require the construction of necessary utilities, streets or other improvements beyond the project boundary, if the improvements are needed for circulation, parking, access, or for the welfare or safety of the public.
- LD3. (G) It is understood that the plot plan correctly shows all existing easements, traveled ways, and drainage courses, and that their omission may require the plans associated with this application to be resubmitted for further consideration. (MC 9.14.040)
- LD4. (G) If improvements associated with this project are not initiated within two years of the date of approval of the Public Improvement Agreement, the City Engineer may require that the improvement cost estimate associated with the project be modified to reflect current City construction costs in effect at the time of request for an extension of time for the Public Improvement Agreement or issuance of a permit.
- LD5. (G) The developer shall monitor, supervise and control all construction and construction supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
  - (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
  - (b) Observance of working hours as stipulated on permits issued by the Public Works Department.

- (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
- (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements shall be adhered to during the grading operations.

Violation of any condition or restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedies as noted in the City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

- LD6. (G) A detailed drainage study shall be submitted to the City Engineer for review and approval at the time of any improvement or grading plan submittal. The study shall be prepared by a registered civil engineer and shall include existing and proposed hydrologic conditions. Hydraulic calculations are required for all drainage control devices and storm drain lines. (MC 9.14.110). Prior to approval of the related improvement or grading plans, the developer shall submit the approved drainage study, on compact disk, in (.pdf) digital format to the Land Development Division of the Public Works Department.
- LD7. (G) Prior to final map approval, commencing applicable street improvements, or obtaining the first building permit, the developer shall enter into a Development Impact Fee (DIF) Improvement Credit Agreement to secure credit and reimbursement for the construction of applicable arterial street, traffic signal, and/or interchange improvements. If the developer fails to complete this agreement prior to the timing as specified above, no credits or reimbursements will be given. The applicant shall pay Arterial Streets, Traffic Signals, and Interchange Improvements development impact fees adopted by the City Council by resolution. (Ord. 695 § 1.1 (part), 2005) (MC 3.38.030, .040, .050)
- LD8. (G) The final conditions of approval issued by the Planning Division subsequent to Planning Commission approval shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plan sets on twenty-four (24) inch by thirty-six (36) inch mylar and submitted with the plans for plan check. These conditions of approval shall become part of these plan sets and the approved plans shall be available in the field during grading and construction.

#### Prior to Grading Plan Approval or Grading Permit

LD9. (GPA) Prior to approval of the grading plans, plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.

- LD10. (GPA) Prior to approval of grading plans, the developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:
  - a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.
  - b. Any grading that creates cut or fill slopes adjacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.
  - c. A grading permit shall be obtained from the Public Works Department Land Development Division prior to commencement of any grading outside of the City maintained road right-of-way.
  - d. All improvement plans are substantially complete and appropriate clearance and at-risk letters are provided to the City. (MC 9.14.030)
  - e. The developer shall submit a soils and geologic report to the Public Works Department Land Development Division. The report shall address the soil's stability and geological conditions of the site.
- LD11. (GPA) Prior to grading plan approval, the developer shall select and implement treatment control best management practices (BMPs) that are medium to highly effective for treating Pollutants of Concern (POC) for the project. Projects where National Pollution Discharge Elimination System (NPDES) mandates water quality treatment control best management practices (BMPs) shall be designed per the City of Moreno Valley guidelines or as approved by the City Engineer.
- LD12. (GPA) Prior to approval of the grading plans for projects that will result in discharges of storm water associated with construction with a soil disturbance of one or more acres of land, the developer shall submit a Notice of Intent (NOI) and obtain a Waste Discharger's Identification number (WDID#) from the State Water Quality Control Board (SWQCB). The WDID# shall be noted on the grading plans prior to issuance of the first grading permit.
- LD13. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall submit two (2) copies of the final project-specific Water Quality Management Plan (WQMP) for review by the City Engineer that:
  - a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas:
  - b. Incorporates Source Control BMPs and provides a detailed description of their implementation;
  - c. Incorporates Treatment Control BMPs and provides information regarding design considerations;

- d. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
- e. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.

A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division of the Public Works Department.

LD14. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall record a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," to provide public notice of the requirement to implement the approved final project-specific WQMP and the maintenance requirements associated with the WQMP.

A boilerplate copy of the "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant," can be obtained by contacting the Land Development Division of the Public Works Department.

- LD15. (GPA) Prior to the grading plan approval, or issuance of a building permit, if a grading permit is not required, the Developer shall secure approval of the final project-specific WQMP from the City Engineer. The final project-specific WQMP shall be submitted at the same time of grading plan submittal. The approved final WQMP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format prior to grading plan approval.
- LD16. (GPA) Prior to the grading plan approval, or issuance of a building permit as determined by the City Engineer, the approved final project-specific WQMP shall be incorporated by reference or attached to the project's Storm Water Pollution Prevention Plan as the Post-Construction Management Plan.
- LD17. (GPA) Prior to grading plan approval, the developer shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in conformance with the state's Construction Activities Storm Water General Permit. A copy of the current SWPPP shall be kept at the project site and be available for review upon request. The SWPPP shall be submitted to the Storm Water Program Manager on compact disk(s) in Microsoft Word format.
- LD18. (GPA) Prior to the approval of the grading plans, the developer shall pay applicable remaining grading plan check fees.
- LD19. (GP) Prior to issuance of a grading permit, or building permit when a grading permit is not required, for projects that require a project-specific Water Quality Management Plan (WQMP), a project-specific final WQMP (F-WQMP) shall be approved. Upon approval, a WQMP Identification Number is issued by the Storm Water Management Section and shall be noted on the rough grading plans as confirmation that a project-specific F-WQMP approval has been obtained.
- LD20. (GP) Prior to issuance of a grading permit, if the fee has not already been paid prior to map approval or prior to issuance of a building permit if a grading permit is not required, the developer shall pay Area Drainage Plan (ADP) fees. The

- developer shall provide a receipt to the City showing that ADP fees have been paid to Riverside County Flood Control and Water Conservation District. (MC 9.14.100)
- LD21. (GP) Prior to issuance of a grading permit, security, in the form of a cash deposit (preferable), letter of credit, or performance bond shall be required to be submitted as a guarantee of the completion of the grading required as a condition of approval of the project.
- LD22. (GP) Prior to issuance of a grading permit, the developer shall pay the applicable grading inspection fees.

#### Prior to Improvement Plan Approval or Construction Permit

- LD23. (IPA) Prior to approval of the improvement plans, the improvement plans shall be drawn on twenty-four (24) inch by thirty-six (36) inch mylar and signed by a registered civil engineer and other registered/licensed professional as required.
- LD24. (IPA) Prior to approval of the improvement plans, the developer shall submit clearances from all applicable agencies, and pay all outstanding plan check fees. (MC 9.14.210)
- LD25. (IPA) All public improvement plans prepared and signed by a registered civil engineer in accordance with City standards, policies and requirements shall be approved by the City Engineer in order for the Public Improvement Agreement and accompanying security to be executed.
- LD26. (IPA) Prior to approval of the improvement plans, securities and a public improvement agreement shall be required to be submitted and executed as a guarantee of the completion of the improvements required as a condition of approval of the project.
- LD27. (IPA) The street improvement plans shall comply with all applicable City standards and the following design standards throughout this project:
  - a. Corner cutbacks in conformance with City Standard 208 shall be shown on the final map or, if no map is to be recorded, offered for dedication by separate instrument.
  - b. The minimum centerline and flow line grades shall be one percent unless otherwise approved by the City Engineer. (MC 9.14.020)
- LD28. (IPA) Prior to approval of the improvement plans, the plans shall indicate any restrictions on trench repair pavement cuts to reflect the City's moratorium on disturbing newly-constructed pavement less than three years old and recently slurry sealed streets less than one year old. Pavement cuts for trench repairs may be allowed for emergency repairs or as specifically approved in writing by the City Engineer.

- LD29. (IPA) Prior to street improvement plan approval, all dry and wet utilities shall be shown on the plans and any crossings shall be potholed to determine actual location and elevation. Any conflicts shall be identified and addressed on the plans. The pothole survey data shall be submitted to Land Development with the public improvement plans for reference purposes only. The developer is responsible to coordinate with all affected utility companies and bear all costs of any utility relocation.
- LD30. (IPA) Prior to the issuance of the Building permit, if there are any conflicts with dry and/or wet utilities identified on the public improvement plans, the developer shall provide the City with a copy of the utility relocation plan approved by the utility purveyor.
- LD31. (IPA) Prior to approval of the improvement plans, the developer is required to bring any existing access ramps adjacent to and fronting the project to current ADA (Americans with Disabilities Act) requirements. However, when work is required in an intersection that involves or impacts existing access ramps, those access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless approved otherwise by the City Engineer.
- LD32. (IPA) Prior to approval of the improvement plans, drainage facilities with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided. (MC 9.14.110)
- LD33. (IPA) Prior to the approval of the improvement plans, the hydrology study shall show that the 10-year storm flow will be contained within the curb and the 100-year storm flow shall be contained within the street right-of-way. In addition, one lane in each direction shall not be used to carry surface flows during any storm event for street sections equal to or larger than a minor arterial. When any of these criteria is exceeded, additional drainage facilities shall be installed. (MC 9.14.110 A.2)
- LD34. (IPA) The project shall be designed to accept and properly convey all off-site drainage flowing onto or through the site. All storm drain design and improvements shall be subject to review and approval of the City Engineer. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of the Development Code will apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, as in the case where one travel lane in each direction shall not be used for drainage conveyance for emergency vehicle access on streets classified as minor arterials and greater, the developer shall provide adequate facilities as approved by the Public Works Department Land Development Division. (MC 9.14.110)
- LD35. (CP) All work performed within the City right-of-way requires a construction permit. As determined by the City Engineer, security may be required for work within the right-of-way. Security shall be in the form of a cash deposit or other approved means. The City Engineer may require the execution of a public improvement agreement as a condition of the issuance of the construction permit. All inspection fees shall be paid prior to issuance of construction permit. (MC 9.14.100)

- LD36. (CP) Prior to issuance of a construction permit, all public improvement plans prepared and signed by a registered civil engineer in accordance with City standards, policies and requirements shall be approved by the City Engineer.
- LD37. (CP) Prior to issuance of construction permits, the developer shall submit all improvement plans on compact disks, in (.dxf) digital format to the Land Development Division of the Public Works Department.
- LD38. (CP) Prior to issuance of construction permits, the developer shall pay all applicable inspection fees.

### Prior to Building Permit

- LD39. (BP) Prior to issuance of building permits for non-subdivision projects, all street dedications shall be irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer. All dedications shall be free of all encumbrances as approved by the City Engineer.
- LD40. (BP) Prior to issuance of building permits for non-subdivisions, security shall be required to be submitted as a guarantee of the completion of the improvements required as a condition of approval of the project. A public improvement agreement will be required to be executed.
- LD41. (BP) Prior to issuance of building permit for a non-subdivision project, the developer shall comply with the requirements of the City Engineer based on recommendations of the Riverside County Flood Control District regarding the construction of County Master Plan Facilities. (MC 9.14.110)
- LD42. (BP) Prior to issuance of a building permit for non-subdivision projects, the developer shall enter into an agreement with the City and Riverside County Flood Control and Water Conservation District establishing the terms and conditions covering the inspection, operation and maintenance of Master Drainage Plan facilities. (MC 9.14.110)
- LD43. (BP) Prior to issuance of a building permit, all pads shall meet pad elevations per approved plans as noted by the setting of "Blue-top" markers installed by a registered land surveyor or licensed engineer.

#### Prior to Certificate of Occupancy

- LD44. (CO) Prior to issuance of the last certificate of occupancy or building final, the developer shall pay all outstanding fees.
- LD45. (CO) Prior to issuance of a certificate of occupancy, this project is subject to requirements under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (NPDES) as mandated by the Federal Clean Water Act. In compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate

Schedule that is in place at the time of certificate of occupancy issuance. Following are the requirements:

- a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required continuous operation, maintenance, monitoring system evaluations and enhancements, remediation and/or replacement, all in accordance with Resolution No. 2002-46.
  - Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or
  - ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule.
- b. Notify the Special Districts Division of the intent to request building permits 90 days prior to their issuance and the financial option selected. The financial option selected shall be in place prior to the issuance of certificate of occupancy. (California Government Code & Municipal Code)
- LD46. (CO) The City of Moreno Valley has an adopted Development Impact Fee (DIF) nexus study. All projects unless otherwise exempted shall be subject to the payment of the DIF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD47. (CO) The City of Moreno Valley has an adopted area wide Transportation Uniform Mitigation Fee (TUMF). All projects unless otherwise exempted shall be subject to the payment of the TUMF prior to issuance of occupancy. The fees are subject to the provisions of the enabling ordinance and the fee schedule in effect at the time of occupancy.
- LD48. (CO) Prior to issuance of a certificate of occupancy or building final, the developer shall construct all public improvements in conformance with applicable City standards, except as noted in the Special Conditions, including but not limited to the following applicable improvements:
  - a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, sidewalks, drive approaches, pedestrian ramps, street lights, signing, striping, landscaping and irrigation, median, traffic control devices as appropriate.
  - b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, catch basins and local depressions.
  - c. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.

- d. Under grounding of existing and proposed utility lines less than 115,000 volts.
- LD49. (CO) Prior to issuance of a certificate of occupancy or building final, all existing and new utilities adjacent to and on-site shall be placed underground in accordance with City of Moreno Valley ordinances. (MC 9.14.130)
- LD50. (CO) Prior to issuance of a certificate of occupancy or building final for any Commercial/Industrial facility, whichever occurs first, the owner may have to secure coverage under the State's General Industrial Activities Storm Water Permit as issued by the State Water Resources Control Board.
- LD51. (CO) Prior to issuance of a certificate of occupancy or building final, the applicant shall ensure the following, pursuant to Section XII. I. of the 2010 NPDES Permit:
  - a. Field verification that structural Site Design, Source Control and Treatment Control BMPs are designed, constructed and functional in accordance with the approved Final Water Quality Management Plan (WQMP)
  - b. Certification of best management practices (BMPs) from a state licensed civil engineer. An original WQMP BMP Certification shall be submitted to the City for review and approval.

# Prior to Acceptance of Streets into the City Maintained Road System

LD52. (AOS) Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, may be required just prior to the end of the one-year warranty period of the public streets at the discretion of the City Engineer. If slurry is required, the developer/contractor must provide a slurry mix design submittal for City Engineer approval. The latex additive shall be Ultra Pave 70 (for anionic – per project geotechnical report) or Ultra Pave 65 K (for cationic – per project geotechnical report) or an approved equal. The latex shall be added at the emulsion plant after weighing the asphalt and before the addition of mixing water. The latex shall be added at a rate of two to two-and-one-half (2 to 2½) parts to one-hundred (100) parts of emulsion by volume. Any existing striping shall be removed prior to slurry application and replaced per City standards.

#### **SPECIAL CONDITIONS**

- LD53. After obtaining entitlements, this project will be required to submit design plans for plan review (Rough Grading Plans, Precise Grading Plans, Street Improvement Plans, Signing & Striping Plans, Traffic Control Plans) (24"x36" sheet size). As-Built plans of these plans will be required. A final drainage study will be required during design plan review.
- LD54. Prior to rough grading plan approval, this project shall submit for review and approval lot line adjustments for the intention of combining existing

- parcels. The lot line adjustments shall record prior to issuance of a building permit.
- LD55. Prior to precise grading plan approval, the grading plans shall clearly show that the parking lot conforms to City standards. The parking lot shall be 5% maximum, 1% minimum, 2% maximum at or near any disabled parking stall and travel way. Ramps, curb openings and travel paths shall all conform to current ADA standards as outlined in Department of Justice's "ADA Standards for Accessible Design", Excerpt from 28 CFR Part 36. (www.usdoj.gov) and as approved by the City's Building and Safety Division.
- LD56. Prior to precise grading plan approval, the grading plans shall show any proposed trash enclosure as dual bin; one bin for trash and one bin for recyclables. The trash enclosure shall be per City Standard Plan 627.
- LD57. Prior to precise grading plan approval, the developer shall submit for review and approval legal descriptions and plats for additional right-of-way dedications.
  - a. At driveway entrance locations per City Standard 118C
  - b. Corner cutback area at the southwest corner of San Michele Road and Perris Boulevard per City Standard 208
  - c. 20-foot wide dedication on the south side of San Michele Road along project frontage
  - A 2-foot public access easement for the portions of sidewalk which are outside of the public right-of-way, along Perris Boulevard and San Michele Road.
  - e. The appropriate additional right-of-way/easement required for a bus turn-out on Perris Boulevard, as conditioned by the City's Transportation Department.
- LD58. Prior to building permit issuance, the Developer shall guarantee the construction of the following improvements by entering into a public improvement agreement and posting security. The improvements shall be completed prior to occupancy.
  - a. San Michelle Road, Arterial, City Standard 104A (100-foot RW / 76-foot CC) shall be constructed to half-width plus an additional 18 feet north of the centerline, along the entire project's north frontage. A 20-foot right-of-way dedication on the south side of the street, along the project's north property line, shall be shown on the parcel map. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities.

- b. Perris Boulevard, Divided Arterial, City Standard 103C (110-foot RW / 86-foot CC) remaining improvements shall be constructed consisting of pavement, base, curb, gutter, sidewalk, drainage structures, raised landscaped median, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities. This project will be conditioned to repair, replace or install any damaged, substandard or missing improvements on Perris Boulevard between Nandina Avenue and San Michele Road.
- c. Nandina Avenue, Minor Arterial, City Standard 105A (88-foot RW / 64-foot CC). This project will be conditioned to repair, replace or install any damaged, substandard or missing improvements on Nandina Avenue along project frontage.
- d. Perris Valley Master Area Drainage Plan Storm Drain Line B-1 extension within Perris Boulevard from its existing terminus to San Michele Road and within San Michele Road from Perris Boulevard to within project frontage.
- e. Pavement core samples of existing pavement may be taken and findings submitted to the City for review and consideration of pavement improvements. The City will determine the adequacy of the existing pavement structural section. If the existing pavement structural section is found to be adequate, the developer may still be required to perform a one-tenth inch grind and overlay or slurry seal depending on the severity of existing pavement cracking, as required by the City Engineer. If the existing pavement section is found to be inadequate, the Developer shall replace the pavement to meet or exceed the City's pavement structural section standard.
- LD59. Prior to occupancy permit issuance, all overhead utility lines less than 115,000 volts fronting or within the entire project site boundary shall be placed underground per Section 9.14.130C of the City Municipal Code.
- LD60. The Applicant shall prepare and submit for approval a Project Specific Final Water Quality Management Plan (F-WQMP) for PA12-0023 First Inland Logistics Center II. The F-WQMP shall be consistent with the approved Amended P-WQMP and in full conformance with the document; "Riverside County Water Quality Management Plan for Urban Runoff" dated July 24, 2006.
- LD61. The F-WQMP shall be submitted and approved prior to application for and issuance of grading or building permits. At a minimum, the F-WQMP shall include the following: Site Design BMPs; Source Control BMPs; Treatment Control BMPs; Operation and Maintenance requirements for BMPs; and sources of funding for BMP implementation.
- LD62. The Applicant shall select and implement treatment control BMPs that are medium to highly effective for treating Pollutants of Concern (POC) for the project. POC include project pollutants associated with a 303(d) listing or a

Total Maximum Daily Load (TMDL) for receiving waters. Project POC include: Nutrients, Organic Compounds, and Pathogens (Bacteria and Viruses). Exhibit C of the document, "Riverside County Water Quality Management Plan for Urban Runoff" dated July 24, 2006 shall be consulted for determining the effectiveness of proposed treatment BMPs.

- LD63. Overall, the proposed treatment control concept is accepted as the conceptual treatment control BMP for the proposed site. The Applicant has proposed to incorporate the use of three altered existing filtration trenches along Nandina Avenue and a newly designed filtration trench along Perris Boulevard. Final design details of the treatment control BMPs must be provided in the first submittal of the F-WQMP. The size of the treatment control BMPs is to be determined using the procedures set forth in Exhibit C of the Riverside County Guidance Document.
- LD64. The Applicant shall substantiate the applicable Hydrologic Condition of Concern (HCOC) (WQMP Section IV) in the F-WQMP. The HCOC designates that the project will comply with Condition A; therefore, the condition must be addressed in the F-WQMP.
- LD65. The Applicant shall, prior to building or grading permit closeout or the issuance of a certificate of occupancy, demonstrate:
  - a. That all structural BMPs have been constructed and installed in conformance with the approved plans and specifications;
  - b. That all structural BMPs described in the F-WQMP have been implemented in accordance with approved plans and specifications;
  - c. That the Applicant is prepared to implement all non-structural BMPs included in the F-WQMP, conditions of approval, and building/grading permit conditions; and
  - d. That an adequate number of copies of the approved F-WQMP are available for the future owners/occupants of the project.

# CITY OF MORENO VALLEY CONDITIONS OF APPROVAL

Case No: PA12-0023 (PP for a 397,080 sq ft warehouse building) APNs: 316-200-001, -015, -019, -035, and a portion of -034 05.31.12

# **PUBLIC WORKS DEPARTMENT**

# **Special Districts Division**

Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering. All other conditions are standard to all or most development projects.

# **Acknowledgement of Conditions**

The following items are Special Districts' Conditions of Approval for project **PA12-0023**; this project shall be completed at no cost to any Government Agency. All questions regarding Special Districts' Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from the Special Districts Division of the Public Works Department 951.413.3480.

#### **General Conditions**

- SD-1 The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services Districts Zones A (Parks & Community Services) and C (Arterial Street Lighting). All assessable parcels therein shall be subject to annual Zone A and Zone C charges for operations and capital improvements.
- SD-2 Any damage to existing landscape areas maintained by the Moreno Valley Community Services District due to project construction shall be repaired/replaced by the developer, or developer's successors in interest, at no cost to the Moreno Valley Community Services District.
- SD-3 Streetlight Authorization forms, for all streetlights that are conditioned to be installed as part of this project, must be submitted to the Special Districts Division for approval, prior to streetlight installation. The Streetlight Authorization form can be obtained from the utility company providing electric service to the project, either Moreno Valley Utility or Southern California Edison.

### **Prior to Grading Permit**

SD-4 This project is included within the future annexation boundaries for Community Facilities District No. 7. The Local Component portion of the Area Drainage Plan (ADP) fee for Riverside County Flood Control District

Special Districts Division Conditions of Approval

Case No: PA12-0023 (PP for a 397,080 sq ft warehouse building)

APNs: 316-200-001, -015, -019, -035, and a portion of -034

Page 2 of 4

(RCFCD) has been allocated toward the debt service payments on CFD No. 7 bonds and/or paying directly for the acquisition of RCFCD facilities. In order for the developer to meet their financial obligation, one of the options as outlined below shall be selected. The Developer must notify Special Districts of Developer's intent to request (a) grading permit or (b) building permit, if a grading permit is not required, a minimum of 90 days prior to their issuance and the financial option selected to fund their obligation.

- a. Participate in a special election to annex into **CFD No. 7** and pay the equivalent to the Local Component portion of the ADP fee including interest as a special tax levied annually on the Riverside County property tax bill; or
- b. Pay the Local Component portion of the ADP fee directly to the City of Moreno Valley, Special Districts Division which shall be used for any authorized purpose for CFD No. 7.

Annexation to CFD No. 7 shall be completed <u>or</u> proof of payment of the Local Component portion of the ADP fee shall be provided to Special Districts prior to the issuance of the first building permit for this project.

# **Prior to Building Permit Issuance**

- SD-5 (BP) This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for **Public Safety** services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the developer shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district that may already be established. The Developer must notify Special Districts of intent to request building permits 90 days prior to their issuance. (California Government Code)
- SD-6 (BP) This project is conditioned to provide a funding source for the capital improvements and/or maintenance for the **Perris Blvd.** median landscape. In order for the Developer to meet the financial responsibility to maintain the defined service, one of the options as outlined below shall be selected. The Developer must notify Special Districts of intent to request building permits 90 days prior to their issuance and the financial option selected to fund the continued maintenance.

Special Districts Division Conditions of Approval

Case No: PA12-0023 (PP for a 397,080 sq ft warehouse building)

APNs: 316-200-001, -015, -019, -035, and a portion of -034

Page 3 of 4

- a. Participate in the mail ballot proceeding in compliance with Proposition 218, for Moreno Valley Community Services District Zone M (Commercial, Industrial and Multifamily Improved Median Maintenance), and pay all associated costs with the ballot process; or
- b. Establish an endowment to cover the future maintenance costs of the landscaped area.

# The financial option selected shall be in place prior to the issuance of certificate of occupancy.

- SD-7 Commercial (BP) If Land Development, a Division of the Community and Economic Development Department, requires this project to supply a funding source necessary to provide, but not limited to, stormwater utilities services for the monitoring of on site facilities and performing annual inspections of the affected areas to ensure compliance with state mandated stormwater regulations, the developer must notify Special Districts 90 days prior to the City's issuance of a building permit and the financial option selected to fund the continued maintenance. (California Government Code)
- SD-8 (BP) Prior to the issuance of the first building for this project, the developer shall pay Advanced Energy fees for all applicable Zone B (Residential Street Lighting) and/or Zone C (Arterial Street Lighting and Intersection Lighting) streetlights required for this development. The developer shall provide a receipt to the Special Districts Division showing that the Advanced Energy fees have been paid in full for the number of streetlights to be accepted into the CSD Zone B and/or Zone C programs. Payment shall be made to the City of Moreno Valley, as collected by the Land Development Division, based upon the Advanced Energy fee rate at the time of payment and as set forth in the current Listing of City Fees, Charges and Rates, as adopted by City Council. Any change in the project which may increase the number of streetlights to be installed will require payment of additional Advanced Energy fees at the then current fee.
- SD-9 (BP) Prior to release of building permit, the developer, or the developer's successors or assignees, shall record with the County Recorder's Office a **Covenant of Assessments** for each assessable parcel therein, whereby the developer covenants the existence of the Moreno Valley Community Services District, its established benefit zones, and that said parcel(s) is (are) liable for payment of annual benefit zone charges and the appropriate National Pollutant Discharge Elimination System (NPDES) maximum regulatory rate schedule when due. A copy of the recorded Covenant of Assessments shall be submitted to the Special Districts

Special Districts Division Conditions of Approval

Case No: PA12-0023 (PP for a 397,080 sq ft warehouse building) APNs: 316-200-001, -015, -019, -035, and a portion of -034

Page 4 of 4

Division. For a copy of the Covenant of Assessments form, please contact Special Districts, phone 951.413.3480.



# Public Works Transportation Engineering Division

# **M** E M O R A N D U M

To: Julia Descoteaux, Associate Planner

From: Michael Lloyd, Senior Engineer

Date: February 13, 2013

Subject: Conditions of Approval for PA12-0023 - Plot Plan for warehouse located

from the northwest corner of Perris Boulevard at Nandina Avenue.

Attached are the Transportation Engineering Conditions of approval for the subject project.

#### CITY OF MORENO VALLEY

# CONDITIONS OF APPROVAL PA12-0023

Plot Plan for warehouse located from the northwest corner of Perris Boulevard at Nandina Avenue.

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

# <u>Transportation Engineering Division – Conditions of Approval</u>

Based on the information contained in our standard review process we recommend the following conditions of approval be placed on this project:

# **GENERAL CONDITIONS**

- TE1. Conditions of approval may be modified if project is phased or altered from any approved plans.
- TE2. San Michele Road is classified as an Arterial (100'RW/76'CC) per City Standard Plan No. 104A. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility.
- TE3. Nandina Avenue is classified as a Minor Arterial (88' RW/64'CC) per City Standard Plan No. 105A. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility.
- TE4. Perris Boulevard is classified as Divided Arterial 6 Lanes (110'RW/86'CC) per City Standard Plan No. 103C. Any modifications or improvements undertaken by this project shall be consistent with the City's standards for this facility.

### PRIOR TO IMPROVEMENT PLAN APPROVAL OR CONSTRUCTION PERMIT

- TE5. A bus bay shall be included along southbound Perris Boulevard, south of San Michele Road per City Standard plan No. 121.
- TE6. The driveways shall conform to Section 9.11.080, and Table 9.11.080-14 of the City's Development Code Design Guidelines, and City Standard Plan No. 118C.
- TE7. Sight distance at driveways shall conform to City of Moreno Valley Standard No. 125A, B, C at the time of preparation of final grading, landscape, and street improvements.

- TE8. Prior to the final approval of the street improvement plans, a signing and striping plan shall be prepared per City of Moreno Valley Standard Plans Section 4 for all streets with a cross section of 66'/44' and wider.
- TE9. Prior to issuance of a construction permit, construction traffic control plans prepared by a qualified, Registered Civil or Traffic engineer may be required.
- TE10. Prior to the final approval of the street improvement plans, the project applicant shall prepare a traffic signal modification plan as necessary for the intersection of Perris Boulevard at San Michele Road, or as approved by the City Traffic Engineer. Modifications may include but not be limited to signal pole relocation, traffic signal detector loop replacement, pedestrian push button/signal head replacement, etc.

# PRIOR TO CERTIFICATE OF OCCUPANCY OR BUILDING FINAL

- TE11. (CO) Prior to issuance of a certificate of occupancy, all approved signing and striping shall be installed per current City Standards and the approved plans.
- TE12. (CO) Gated entrances will be provided with the following, or as approved by the City Engineer:
  - A. A storage lane with a minimum length of 75 feet.
  - B. Signing and striping at the gate, including no parking signs.
  - C. Presence loop detectors (or another device) within 1 or 2 feet of the gates that ensures that the gates remain open while any vehicle is in the queue.

All of these features must be kept in working order.

- TE13. (CO) Prior to the issuance of a certificate of occupancy, the project applicant shall construct the traffic signal improvements identified in TE10, if necessary. Construction shall be completed per the approved plans and coordinated with the street improvements.
- TE14. (CO) Prior to the issuance of a certificate of occupancy, the project applicant shall pay all fair-share contributions as required per the findings of the Traffic Study (dated January 3, 2013), Table 9-1.

#### PRIOR TO ACCEPTANCE OF STREETS INTO THE CITY-MAINTAINED ROAD SYSTEM

TE15. Prior to the acceptance of streets into the City-maintained road system, all approved traffic control and signing and striping shall be installed per current City Standards and the approved plans.

3 of 3

# CITY OF MORENO VALLEY CONDITIONS OF APPROVAL Case No: PA12-0023

APNs: 316-200-001, 015, 019, 035, portion of 034 June 5, 2012

# **PUBLIC WORKS DEPARTMENT**

# **Moreno Valley Utility**

Note: All Special Conditions, Modified Conditions, or Clarification of Conditions are in bold lettering. All other conditions are standard to all or most development projects.

# **Acknowledgement of Conditions**

The following items are Moreno Valley Utility's Conditions of Approval for project(s) PA12-0023; this project shall be completed at no cost to any Government Agency. All questions regarding Moreno Valley Utility's Conditions including but not limited to, intent, requests for change/modification, variance and/or request for extension of time shall be sought from Moreno Valley Utility (the Electric Utility Division) of the Public Works Department 951.413.3500. The applicant is fully responsible for communicating with Moreno Valley Utility staff regarding their conditions.

# PRIOR TO ENERGIZING MVU ELECTRIC UTILITY SYSTEM AND CERTIFICATE OF OCCUPANCY

- MVU-1 (R) For single family subdivisions, a three foot easement along each side yard property line shall be shown on the final map and offered for dedication to the City of Moreno Valley for public utility purposes, unless otherwise approved by the City Engineer. If the project is a multi-family development, townhome, condominium, apartment, commercial or industrial project, and it requires the installation of electric distribution facilities within common areas, a non-exclusive easement shall be provided to Moreno Valley Utility to include all such common areas. All easements shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
- MVU-2 (BP) City of Moreno Valley Municipal Utility Service Electrical Distribution: Prior to constructing the MVU Electric Utility System, the developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and concurrent with trenching operations and other subdivision improvements so long as said agreement incorporates the approved

Moreno Valley Utility Conditions of Approval Case No. PA12-0023 Page 2 of 2

engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer **shall** coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City, or the City's designee, all utility infrastructure (including but not limited to conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, resistors, amplifiers, and "bring-up" facilities including electrical capacity to serve the identified development and other adjoining/abutting/ or benefiting projects as determined by Moreno Valley Utility) - collectively referred to as "utility system" (to and through the development), along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and /or delivery of any and all "utility services" to each lot and unit within the Tentative Map. For purposes of this condition, "utility services" shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. services" shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval. Properties within development may be subject to an electrical system capacity charge and that contribution will be collected prior to issuance of building permits.

The City, or the City's designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system. Alternatively, developer may cause the project to be included in or annexed to a community facilities district established or to be established by the City for the purpose of financing the installation of such interconnection and distribution facilities. The project shall be deemed to have been included in or annexed to such a community facilities district upon the expiration of the statute of limitations to any legal challenges to the levy of special taxes by such community facilities district within the property. The statute of limitations referred to above will expire 30 days after the date of the election by the qualified electors within the project to authorize the levy of special taxes and the issuance of bonds.

MVU-3 This project may be subject to a Reimbursement Agreement. The project is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. The project may be subject to a system wide capacity charge in addition to the referenced reimbursement agreement. Payment(s) shall be required prior to issuance of building permit(s).

# Facts, Findings and Statement of Overriding Considerations Regarding the Environmental Effects of the Approval of the First Inland Logistics Center II Project (State Clearinghouse No. 2012121011)

#### I. INTRODUCTION

The Planning Commission of the City of Moreno Valley (the "Commission") in approving the First Inland Logistics Center II project (the "Project"), makes the Findings described below and adopts the Statement of Overriding Considerations presented at the end of the Findings. The Findings are based upon the entire record before the Commission, as described in Section III below, including the Environmental Impact Report ("EIR") prepared for the Project by the City, acting as lead agency under the California Environmental Quality Act ("CEQA").

#### II. PROJECT SUMMARY

#### A. PROJECT DESCRIPTION

The Project proposes to develop a 17.3-acre property with one logistics center warehouse building containing 400,130 square feet (s.f.) of interior building space and 59 loading bays. Associated improvements to the property would include, but are not limited to, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins. Construction of the proposed Project involves the demolition and removal of an existing parking lot, grading of the 17.3-acre property, and construction of the proposed building. One discretionary action is requested of the City of Moreno Valley to implement the Project, PA12-0023, a Building Plot Plan. The proposed building is designed to contain 394,130 s.f. of warehouse space and 6,000 s.f. of office and mezzanine space. The front door and office would be positioned at the southeast corner of the building, facing the intersection of Perris Boulevard/Nandina Avenue. On the 17.3-acre property, 0.3 acres would be dedicated to the City of Moreno Valley for the widening of San Michele Road, so the total net parcel acreage is 17.0 acres. Over the 17.0 net-acre parcel, the proposed building would calculate to a floor area ratio (FAR) of 0.51.

#### B. PROJECT OBJECTIVES

The primary objective of the Project is to construct and operate one logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the Moreno Valley Industrial Area Plan (MVIAP) (Specific Plan 208). The following is a list of specific objectives sought by the Project.

Exhibit B

The specific objectives for the Project are to:

- 1. To construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208).
- 2. To develop a logistics center warehouse building that is feasible to construct and operate and that appeals to light industrial and warehouse distribution tenants seeking to locate in the Moreno Valley area.
- 3. To make efficient use of property designated for industrial development by developing a logistics center warehouse building on a property that is adjacent to existing warehouse development and that achieves a minimum floor area ratio (FAR) of 0.5.
- 4. To construct and operate a logistics center warehouse building within five miles of major regional transportation corridors.
- 5. To attract new businesses and jobs to the City of Moreno Valley, thereby providing a more equal jobs/housing balance both in the city and in Riverside County and reducing the need for members of the existing local workforce to commute outside the area for employment.

#### III. ENIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City has conducted an extensive environmental review of the Project to ensure that both the City's decision makers and the public are fully informed about potential significant environmental effects of the Project; to identify ways that environmental damage can be avoided or significantly reduced; to prevent significant, avoidable damage to the environment by requiring changes in the Project through the use of mitigation measures which have been found to be feasible; and to disclose to the public the reasons why the City has approved the Project in the manner chosen in light of the significant environmental effects which have been identified in the EIR. In order to do this, the City, as the lead agency under CEQA, has done all of the following:

- 1. Prepared and distributed an Initial Study/Notice of Preparation, dated December 2, 2012, a copy of which was circulated on December 4, 2012, through the State Clearinghouse to various state agencies for their comments;
- 2. Sent the Initial Study/Notice of Preparation to each of the governmental agencies, organizations and individuals shown on the distribution list for the Notice of Preparation/Initial Study (see Appendix A to the Draft EIR), on December 2, 2012;
- 3. Lengthened the public review period for the Initial Study/Notice of Preparation from 30 days to 40 days, extending from December 4, 2012, to January 14, 2013, to allow for extra time on account of the review period falling over two federal holidays (December 25 and January 1).

- 4. Sent a Notice of Completion and a copy of the Draft EIR to the State Clearinghouse on June 6, 2013;
- 5. Mailed the Notice of Availability to all organizations and individuals who had previously requested the Notice on June 6, 2013;
- 6. Mailed the Notice of Availability to all residents and property owners within 300 feet of the Project Site on June 6, 2013;
- 7. Provided copies of the Draft EIR to 33 public agencies, organizations and individuals on June 6, 2013;
- 8. Placed copies of the Draft EIR on the City's website, at the City's Planning Division's public counter and at the public library located at 14177 Frederick Street on June 6, 2013;
- 9. Proposed responses to comments on the Draft EIR received during and after the 45-day comment period on the Draft EIR, which have been included in the Final EIR;
- 10. Published a Notice on December 1, 2013, in the Press Enterprise, a newspaper of general circulation which has the largest circulation in the areas affected by the Project, that the City's Planning Commission would hold a public hearing on December 12, 2013, to consider certification of the Final EIR as having been prepared in compliance with CEQA and the approval of the Project;
- 11. Sent copies of the Final EIR on November 27, 2013 to all public agencies, organizations, and individuals who had submitted comments;
- 12. Mailed notice of the Planning Commission's hearing to all residents and property owners within 300 feet of the Project Site on November 27, 2013;
- 13. Sent notice of the Planning Commission's hearing to all organizations and individuals who had submitted a written comment on the Draft EIR and/or previously requested notification of anything having to do with the Project on November 27, 2013; and
- 14. Held a public hearing of the City's Planning Commission to consider adequacy of the Final EIR on December 12, 2013, and, after full consideration of all comments, written and oral, certified that the Final EIR had been completed in compliance with CEQA and approved the Project.

All of the documents identified above and all of the documents which are required to be part of the record pursuant to Public Resources Code § 21167.6(e) are on file with the City's Community Development Department, Planning Division, located at 14177 Frederick Street, Moreno Valley, CA 92552-0805. Questions should be directed to Julia Descoteaux, AICP, Associate Planner, in the Division.

#### Α. INDEPENDENT JUDGMENT FINDING

Finding: The Final EIR for the Project reflects the City's and the Planning Commission's independent judgment and analysis.

**Factual Basis for the Finding:** 

The Final EIR was prepared by T&B Planning, Inc., a professional consulting firm hired and funded by the Project Applicant, but working under the supervision and direction of the City's Community Development Department, Planning Division staff. The Planning Commission, as the City's final decision making body for the Project, received and reviewed the Final EIR and the comments, both written and oral, provided by public agencies and members of the public prior to certifying that the Final EIR complied with CEQA. The participation of City Staff in selection and approval of T&B Planning, Inc. included review of the professional qualifications and reputation of the EIR Consultant, the supervision and direction of the EIR Consultant by the City Staff, the thorough and independent review of the Draft and Final EIRs, including comments and responses to comments, and their supporting technical studies by City Staff and the review and careful consideration by the Planning Commission of the Final EIR, comments and responses to comments, which all conclusively show that the Final EIR is the product of and reflects the independent judgment and analysis of the City as the Lead Agency, and of the Planning Commission as its governing body.

#### В. FINDING OF THE ABSENCE OF ANY NEED TO RECIRCULATE THE **FINAL EIR**

The Planning Commission finds that the Final EIR does not add significant Finding: new information to the Draft EIR that would require recirculation of the Project EIR.

**Factual Basis for the Finding**: The Planning Commission recognizes that the Final EIR incorporates information obtained and produced after the Draft EIR was completed and that the Final EIR clarifications contains additions, and minor modifications to the Draft EIR. The Planning Commission has reviewed and considered the Final EIR and all of the information contained in it and has determined that the new information added to the Final EIR does not involve a new significant environmental impact, a substantial increase in the severity of an environmental impact nor a feasible mitigation measure or an alternative considerably different from others previously analyzed that the Project Applicant declined to adopt and that would clearly lessen the significant environmental impacts of the Project. No information provided to the Planning Commission indicates that the Draft EIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the Draft EIR.

### C. GENERAL TREATMENT OF MITIGATION MEASURES

It is the Planning Commission's intention to adopt all mitigation measures recommended by the Final EIR. If a measure has been omitted from the Conditions of Approval, from the Findings or from the Mitigation Monitoring Program (the "MMP"), a copy of which is attached as Exhibit A and which is hereby adopted, that mitigation measure shall be deemed to be adopted pursuant to this paragraph.

In addition, all Conditions of Approval and the MMP repeating or rewording mitigation measures recommended in the Final EIR are intended to be substantially similar to the mitigation measures as stated in the Final EIR and are found to be equally effective in avoiding or lessening the identified environmental impact.

#### IV. ENVIRONMENTAL IMPACTS AND FINDINGS

Based on the Initial Study, Appendix A to the Final EIR, and the responses to the Notice of Preparation, the EIR analyzed five (5) potential areas where significant environmental impacts could result from the development of the Project. The five (5) potential areas where significant environmental impacts could result from the development of the Project are air quality, greenhouse gas emissions, noise, transportation/traffic, and biological resources. Three of those, air quality (long-term), noise (near-term) and transportation/traffic (near-term), were found to have significant and unavoidable environmental impacts after the imposition of all feasible mitigation measures. Air quality (near-term), greenhouse gas emissions (near-term and long-term) and biological resources, were found to have either no significant and unavoidable environmental impacts or environmental impacts that could be mitigated to a level of insignificance. The description of each environmental area, the potential impacts and the feasible mitigation measures are set forth in Section 4.0 of the Final EIR together with the changes and additions set forth in Section F.2.3 of the Final EIR.

# A. IMPACTS IDENTIFIED IN THE EIR AS POTENTIALLY SIGNIFICANT THAT HAVE BEEN MITIGATED TO LESS THAN SIGNIFICANT

### 1. AIR QUALITY

**a.** Potential Direct and Cumulative Significant Impact (Near-term): Violation of air quality standard, contribution to air quality violation, or

cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (Thresholds 2 and 3).

Finding: Emissions during Project construction (near-term) would violate the South Coast Air Quality Management District (SCAQMD) regional thresholds for volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>). Near-term emissions of VOCs and NO<sub>x</sub> also would contribute to an existing air quality violation in the South Coast Air Basin (SCAB) (i.e., non-attainment status for ozone (O<sub>3</sub>)) because both VOCs and NO<sub>x</sub> are precursors for O<sub>3</sub>. As such, near-term construction activities would violate the air quality standard for VOCs and NO<sub>x</sub> and would contribute to an existing regional air quality violation and would cumulatively contribute to the net increase of two criteria pollutants ( $O_3$  and  $NO_x$ ) for which the region is non-attainment. Accordingly, near term, construction-related emissions of VOCs and NOx are a significant direct and cumulative impact of the Project.

> The Project will be required to implement Mitigation Measure MM 4.1-3 to address the Project's significant near-term impact associated with NO<sub>x</sub> emissions and NO<sub>x</sub> contributions to the SCAB's non-attainment status for O<sub>3</sub>. The Project also will be required to implement Mitigation Measure MM 4.1-4 to address the Project's significant near-term impact associated with VOC emissions and VOC contributions to the SCAB's non-attainment status for O<sub>3</sub>. Accordingly, Mitigation Measures MM 4.1-3 and MM 4.1-4, as set forth in the MMP attached as Exhibit A, have been imposed as conditions of approval for this Project.

#### **Factual Basis for the Finding:**

Construction activities will result in the maximum daily emissions (before mitigation) of 81.55 pounds per day of VOC, which exceeds the SCAQMD's regional threshold of 75 pounds per day, and 111.99 pounds per day of NO<sub>x</sub> which exceeds SCAQMD's regional threshold of 100 pounds per day. discussed on Final EIR Page 4.1-19 through Page 4.1-24, and Page 4.1-26 through Page 4.1-30 and in the Project's Air Quality Impact Analysis (Final EIR Technical Appendix B), the sources of these emissions are primarily associated with exhaust construction vehicles  $(NO_x)$ and application of architectural coatings (VOC) to the building and wall surfaces. As stated on Final EIR Pages 3-5 and 3-6, the Project would be constructed over the course of approximately eight (8) months, with architectural coating occurring during the latter part of the construction process.

To address NO<sub>x</sub> emissions, Mitigation Measure MM 4.1-3 requires that mass grading be limited to 4.0 acres per day, that diesel engines not idle in excess of three (3) minutes, that all construction equipment be CARB certified, and that temporary traffic controls be implemented for construction vehicles entering and existing the property. With the application of these measures, NOx emissions would be reduced to below the SCAQMD threshold of 75 pounds per day. Regardless, in consideration of public comments submitted on the Draft EIR, Mitigation Measure MM 4.1-3 was expanded to include 11 additional provisions to further reduce near-term NO<sub>x</sub> emissions. Specifically, MM 4.1-3 is expanded to require that: the operating time of all pieces of off-road diesel-powered equipment will be limited to no more than 75 operating hours per day; construction-related haul trips entering and existing the site will be scheduled to occur during non-peak traffic hours; the construction contractor will incentivize carpooling by workers; high pressure injectors will be used on all diesel powered construction equipment over 100 horsepower; all construction-related on-road diesel-powered haul trucks will be 2007 or newer model year or 2010 engine compliant vehicles; all construction-related equipment with particulate traps will use Level 3 CARB certified traps; electric-powered construction equipment and tools will be used when technically feasible; biodiesel fuel or other alternatives to diesel fuel will be used to power construction equipment when technically feasible; construction vehicles will use the City's designated truck route; construction parking will be located and configured to minimize traffic interference on public streets; no more than 66 loads of earth material (about 2,000 cubic yards) will be brought to the site in any given day; and the import of earth materials and on-site grading activities will be prohibited from occurring on the same day. CEQA does not require the lead agency to analyze and adopt every imaginable mitigation measure, particularly measures that are not feasible to implement and monitor. Mitigation Measure MM 4.1-3, as set forth in the MMP attached as Exhibit A, has been imposed as a condition of approval and includes 15 provisions that will

sufficiently reduce the Project's near-term  $NO_x$  impact to below a level of significance. As shown on Final EIR Table 4.1-13, the first four provisions of Mitigation Measure MM 4.1-4 will reduce the near-term  $NO_x$  impact to below a level of significance. To address VOC emissions, Mitigation Measure MM 4.1-4, as set forth in the MMP attached as Exhibit A, has been imposed as a condition of approval which requires that all surface coatings consist of Zero VOC paints. As shown on Final EIR Table 4.1-13, Mitigation Measure MM 4.1-4 will reduce the near-term VOC impact to below a level of significance.

#### 2. BIOLOGICAL RESOURCES

**a. Potential Direct and Cumulative Significant Impact:** Substantial adverse effect on special-status species (Threshold 1) and conflict with the provisions of an adopted Habitat Conservation Plan (Threshold 6).

Finding:

The Project site contains 9.0 acres of disturbed land and 8.3 acres covered by a parking lot. Neither portion of the property contains sensitive vegetation communities; nonetheless, there is suitable habitat for the western burrowing owl and migratory birds on the undeveloped portions of the site. The burrowing owl was not observed on the site during biological field surveys conducted on the property as documented in EIR Appendices G and GI, but because the burrowing owl is migratory and because suitable habitat is present on the property, owls could migrate onto the undeveloped portion of the property prior to ground-disturbing construction activities and be subject to impact. If present when construction activities commence, the Project could have a substantial adverse effect on the species. The Project will be required to implement Mitigation Measure MM 4.4-1, including compliance with Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Species-Specific Conservation Objective 5 to address the Project's potential impact to burrowing owl and reduce the potential impact to below a level of significance. The California horned lark was observed on the property as documented in EIR Appendix G, and is also migratory. Although impact to the California horned lark is less than significant because impacts to the species are covered by the Western Riverside County MSHCP, the Project will be required to implement Mitigation Measure MM 4.4-2 to address potential impacts to special-status nesting birds. Potentially significant cumulative impacts would be addressed and mitigated through compliance with the Western Riverside County MSHCP and associated establishment of the MSHCP Reserve System and mandatory compliance with the federal Migratory Bird Treaty Act.

# **Factual Basis for the Finding:**

As discussed on Pages 4.5-7, 4.5-10, and 4.5-12 through 4.5-15 of the Final EIR, and in the Project's Biological Technical Report (Final EIR Technical Appendix G) and the Project's Focused Burrowing Owl Survey (Final EIR Technical Appendix G1), the Project site contains suitable habitat for the burrowing owl. Although the western burrowing owl was not observed as being present on the Project site during the pedestrian-based field survey conducted on January 4, 2012 or during the burrowing owl focused surveys conducted on June 7, June 11, June 13, and June 20, 2012, burrowing owls, if present on the Project site just prior to the start of construction, have the potential to be directly impacted by Project construction activities. Pre-construction species surveys of the Project Site, avoidance of clearing and grading activities during the nesting season if the site is occupied, and requirements to follow Western Riverside County MSCHP requirements and California Department of Fish and Game protocol for occupied habitat will ensure that the potential direct and cumulative impacts will be mitigated to less than significant. Accordingly, Mitigation Measure 4.5-1 as set forth in the MMP attached as Exhibit A, has been imposed as a condition of approval.

As discussed on Pages 4.5-3, 4.5-7, and 4.5-10 through 4.5-12 of the Final EIR, and in the Project's Biological Technical Report (Final EIR Technical Appendix G), the California horned lark was observed on the property but impacts to the species are not significant because the species is a Covered Species under the Western Riverside County MSHCP. Nonetheless, Mitigation Measure 4.5-2, as set forth in the MMP attached as Exhibit A, has been and imposed as a condition of approval to mitigate potential direct and cumulative impacts to nesting birds to below a level of significance.

# B. IMPACTS IDENTIFIED IN THE EIR AS BEING SIGNIFICANT AND UNAVOIDABLE EVEN AFTER THE IMPOSITION OF ALL FEASIBLE MITIGATION MEASURES

# 1. AIR QUALITY

a. Significant and Unavoidable Direct and Cumulative Impact (Long-term): Violation of air quality standard, contribution to air quality violation, or cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (Thresholds 2 and 3).

Finding: The Project's long-term operational emissions would exceed the SCAQMD threshold of significance for NO<sub>X</sub>, primarily associated with mobile source emissions. The SCAB does not attain state criteria for NO<sub>X</sub> concentrations. Furthermore, NO<sub>X</sub> is a precursor for O<sub>3</sub>, and the SCAB is identified as a federal and state non-attainment area for O<sub>3</sub>. As such, the Project's long-term operational activities, primarily associated with mobile source emissions, would violate the air quality standard for NO<sub>X</sub>, which would contribute to an existing regional air quality violation and would cumulatively contribute to the net increase of criteria pollutants for which the region is non-attainment (NO<sub>X</sub> and O<sub>3</sub>). The Project's impact is thus significant on a direct and cumulative basis.

The Project will be required to implement Mitigation Measures MM 4.1-5, 4.1-6, 4.1-7, and 4.1-8 to reduce the Project's significant long-term operational-related impact associated with the emission of NO<sub>X</sub> and NO<sub>X</sub> contributions to the SCAB's non-attainment status for NO<sub>X</sub> and O<sub>3</sub>. Mitigation Measure MM 4.1-5 requires that legible, weather-proof signs be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. Mitigation Measure MM 4.1-6 requires, prior to the issuance of building permits, that the City verify that the parking lot striping and security plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property. Mitigation Measure MM 4.1-7 requires, prior to the issuance of occupancy permits, that the Project's property owner provide documentation to the Planning Division verifying that provisions are included in the building's lease agreement that inform tenants about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the City of Moreno Valley; 4) access to alternative fueling stations in the City of Moreno Valley that supply compressed natural gas (closest station is located on Indian Street, south of Nanina Avenue); and 5) the United States Environmental Protection Agency's SmartWay program. Mitigation Measure MM 4.1-8 requires that in an event that the building design is modified to accommodate refrigeration, al loading docks shall be equipped with an electrical hookup to power refrigerated tractor trailers.

In addition to Mitigation Measures MM 4.1-5, 4.1-6, 4.1-7, and 4.1-8, on-road vehicles accessing the Project are required to comply with many state and federal regulatory requirements that address fuel usage and mobile emissions control, including but not limited to the California Code of Regulations Title 13, Title 17, and the CARB "Pavley" fuel standards. Furthermore, all new developments in the State of California are required to comply with the California Building Standards Code (also known as CalGreen), which addresses operational energy use efficiency. For example, CalGreen Section 5.106, Site Development, requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles.

The Project's long-term emissions of NO<sub>X</sub> would directly and cumulatively contribute to an existing air quality violation in the SCAB (NO<sub>X</sub>), as well as cumulatively contribute to the net increase of a criteria pollutant for which the SCAB is non-attainment (i.e., NO<sub>X</sub> and O<sub>3</sub>). The City of Moreno Valley finds this impact to be a significant unavoidable direct and cumulative impact (long-term). There are no additional feasible mitigation measures that will avoid or substantially lessen emissions of NOx during long-term operation to a level below significant while still attaining most of the basic objectives of the Project. Several comments to the Draft EIR suggest that the City prohibit vehicles from accessing the Project site unless they meet engine requirements above what state and federal laws require; however, the City finds that such a measure would not be feasible to enforce, would displace rather than reduce the impact, and thus would not result in a benefit to air quality in the SCAB. Mitigation Measures MM 4.1-5, 4.1-6, 4.1-7, and 4.1-8 have been adopted and will reduce this impact, but not to a less than significant level. This impact is overridden by Project benefits as set forth in the statement of overriding considerations.

#### **Factual Basis for the Finding:**

As discussed on Page 4.1-19 through Page 4.1-23, Page 4.1-24 through Page 4.1-30 and the Project's Air Quality Impact Analysis (Final EIR Technical Appendix B), air pollutant emissions during Project operation (long term) are projected to exceed the SCAQMD regional threshold for NO<sub>X</sub>. Long-term emissions of NO<sub>X</sub> also would contribute to an existing air quality violation in the SCAB (i.e., non-attainment status for NO<sub>X</sub> and O<sub>3</sub>) because NO<sub>X</sub> is a precursor for As such, Project-related air emissions would violate SCAQMD air quality standards and contribute to the non-attainment status of a criteria pollutant (NO<sub>X</sub> and O<sub>3</sub>). These Project-related air pollutant emissions are concluded to be a significant impact on a direct and cumulative basis.

Project-related operational emissions (before mitigation) in the summer months will result in maximum daily emissions of 221.32 pounds per day of which exceeds the SCAQMD's regional threshold of 55 pounds per day. Project-related operational emissions (before mitigation) in the winter months will result in maximum daily emissions of 236.13 pounds per day of NO<sub>X</sub>, which exceeds SCAQMD's regional threshold of 55 pounds per day. Operational emissions for all other criteria pollutants (VOC, CO, SO<sub>X</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>) will not exceed the SCAQMD thresholds.

The Project will be required to implement Mitigation Measures MM 4.1-5, 4.1-6, 4.1-7, and 4.1-8 to reduce the Project's significant long-term operational-related impact associated with the emission of  $NO_X$  and  $NO_X$ contributions to the SCAB's non-attainment status for NO<sub>X</sub> and O<sub>3</sub>. In addition, on-road vehicles accessing the Project are required to comply with many state and federal regulatory requirements that address fuel usage and emissions control, including but not limited to the California Code of Regulations Title 13, Title 17, Title 24, and the California Air Resources Board (CARB) "Pavley" fuel standards. A listing of these regulatory requirements is contained in Final EIR Appendices B and D. Complying with all applicable regulatory requirements and Mitigation Measures MM 4.1-5, 4.1-6, 4.1-7, and 4.1-8 by placing legible, weather-proof signs at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations, verifying that the parking lot striping and security plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property, informing tenants of ways to reduce energy usage in lease agreements, and equipping loading bays with an electrical hookup if refrigerated tractor trailers access the building will reduce NOx emissions, but not to a level below the SCAQMD thresholds of significance, which the EIR relies upon to form a significance conclusion.

There are no other feasible ways to reduce this impact and meet the Project's objectives. It is not feasible to impose nor would there be any environmental benefit to the SCAB from requiring trucks accessing this Project to meet stricter engine requirements that state and

federal laws require. Imposing engine restrictions on this one Project or even on all new warehouse projects in the City of Moreno Valley is not feasible given the realities of the southern California economy and the High cube logistics and nature of local control. warehousing is one of the largest sectors of the California economy and is subject to fierce competition. The imposition engine requirements on the vehicle fleet accessing the Project site would have no realized environmental benefit because companies seeking to rent or buy such warehousing space have a wide range of location options throughout Southern California (particularly in the Inland Empire) and if the City were to unilaterally impose fleet restrictions on warehouse buildings within its borders, its share of the developable market for warehouse uses would evaporate as users and tenants not meeting the restriction would simply relocate to other cities within the SCAB (such as Ontario, Perris, Riverside, Corona, Beaumont, etc.) where fleet controls are not in place. Thus the NO<sub>X</sub> emissions would simply be shifted to another portion of the Air Basin and the Air Basin's overall air quality would not be benefited. Additionally, the overall air quality in the Air Basin could arguably be worsened if the alternative locations resulted in increased vehicle miles traveled and hence more emissions. The same rational holds true for emissions from on-site operating equipment such as yard trucks. As state and federal emission regulations and restrictions at the San Pedro Bay Ports become more stringent, it is expected that older trucks will diminish from warehousing truck fleets without additional restrictions imposed by local governments. CARB reports indicate that NO<sub>X</sub> and other air pollutant emissions are trending downward, showing an overall improvement in air quality over the past several decades even as population and new development is increasing (CARB, Almanac of Emissions and Air Quality, 2009 Chapter SCAQMD's Fiscal Year 2012-2103 Budget & Work Program states that although the SCAB suffers from poor air quality, peak O<sub>3</sub> levels have been cut by almost three-fourths since air monitoring began in the 1950s (SCAQMD, 2013, page 2) Thus, overall air quality within the Air Basin is dramatically improving as the result of regulatory programs and is expected to continue to improve in the future as regulations become more stringent.

In conclusion, although implementation of mandatory and applicable state and federal regulatory requirements and Mitigation Measures MM 4.1-5 through 4.1-8, as set forth in the MMP attached as Exhibit A, will reduce operational emissions of NOx long-term contributions to the SCAB's nonattainment status for NO<sub>X</sub> and O<sub>3</sub>, Project-related operational emissions of NOx, primarily from mobile source emissions, would remain above the SCAQMD significance threshold and there are no other ways to measurably reduce this impact that are feasible to implement and enforce and that would result in an environmental benefit to the Air Basin.

#### 2. NOISE

Short-term generation of construction-related noise levels in excess of the City Noise Ordinance standard for non-transportation and stationary noise sources and short-term substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project (Thresholds 1, 3 and 4).

Finding:

The City of Moreno Valley Noise Ordinance (Municipal Code Section 11.80.030.D.7) states that construction noise cannot occur between the hours of 8PM and 7AM. The Project's construction activities are required to comply with the Ordinance. Because the Noise Ordinance does not specify a maximum decibel limit on noise levels during permitted construction hours (and as such, any noise level is permitted to occur), the City conservatively applied the Noise Ordinance's decibel limit for non-transportation and stationary noise sources as the significance threshold for construction activities (65 dBA at 200 feet from the property line of industrial properties during daytime hours). During Project construction, noise levels from the Project site would exceed 65 dBA leq for a distance up to 2,774 feet assuming a clear line of site. Sensitive receptors located within 2,774 feet of the property boundary thus would be exposed to significant noise levels. Additionally, in the event that Project construction activities occur simultaneously with other construction activities that affect the same sensitive receptors, cumulative construction-related noise would also be significant.

The Project will be required to implement Mitigation Measures MM 4.3-1 and 4.3-2 which require construction practices that would minimize noise levels to sensitive receptors, but not to below a level of significance on either a direct or cumulative basis. Mitigation Measure MM 4.3-1 requires the Project to

comply with and provide written records of notes on future grading plans that limits the hours of construction activities to hours permitted by the Noise Ordinance; requires construction equipment, fixed or mobile, to be equipped with properly operating and maintained mufflers; requires that all construction activity and equipment staging areas be placed as close as possible to the center of the western property line; and requires that all haul truck deliveries use City-approved haul routes and maintain written records of such compliance. Mitigation Measure MM 4.3-2 requires the Project, as a condition of the Project's building permit, to install the perimeter wall planned along San Michelle Road and at the corner of San Michelle Road and Perris Boulevard early in the construction process. Additional feasible mitigation measures are not available to further reduce Project-related construction noise levels, resulting in a significant and unavoidable short-term impact. The City of Moreno Valley finds this impact to be a significant unavoidable direct and cumulative near-term impact, which will in part provide attenuation of construction noise to the north. The mitigation measures listed have been adopted and will reduce this impact, but not to a less than significant level. This impact is overridden by Project benefits as set forth in the statement of overriding considerations.

Factual Basis for the Finding: As discussed on Pages 4.3-8, 4.3-9, 4.3-12, 4.3-13, and in the Project's Noise Impact Analysis (Final EIR Technical Appendix E), during the Project's various phases of construction, temporary noise impacts will occur to sensitive receptors located within 2,774 feet of the Project boundary by exposing these receptors to intermittent construction-related noise levels over 65 dBA. During the short-term demolition stage of construction (approximately two weeks in duration), a noise level of 65 dBA will be exceeded at a distance within 593 feet of the Project boundary (EIR Table 4.3-5). During the site preparation and grading stages of construction (approximately three weeks in duration), a noise level of 65 dBA will be exceeded at a distance within 2,774 feet of the Project boundary (EIR Tables 4.3-6 and 4.3-7). During the building construction and paving stages of construction (approximately six months in duration), a noise level of 65 dBA will be exceeded at a distance within 1,622 feet of the Project boundary (EIR Tables 4.3-8 and 4.3-9). During architectural coating and final site preparation phases of construction (approximately one month in duration), a noise level of 65 dBA will be exceeded at a distance within 565 feet of the Project boundary (EIR Table 4.3-10). Additionally, in the event that Project construction activities occur simultaneously with other construction activities that affect the same sensitive receptors, cumulative

construction-related noise impacts would also be significant. The Project will be required to implement Mitigation Measures MM 4.3-1 and 4.3-2, as set forth in the MMP attached as Exhibit A, which require construction practices that would minimize noise levels to sensitive receptors, but not to below a level of significance on either a direct or cumulative basis. Additional feasible noise-reduction measures are not available to further reduce the off-site noise level during construction, with the loudest noise occurring for only approximately three weeks during the site preparation and grading phase of the construction process. Construction is required to occur in compliance with the City's Noise Ordinance, which does not specify a maximum decibel level for construction activities.

#### **3.** TRANSPORTATION/TRAFFIC

Significant and Unavoidable Cumulative Impact (Near-term): Conflict a. with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system (Threshold 1).

Finding: The Project's cumulative impacts at two (2) intersections in the City of Perris (Western Way/Harley Knox Boulevard and Indian Street/Harley Knox Boulevard) would be significant and unavoidable because these intersections fall outside of the City of Moreno Valley's jurisdiction and there is no fee program in place to which the Project can contribute mitigation funds. Additionally, the City of Moreno Valley has no authority to assure that the needed improvements will be in place prior to the Project's Opening Year Cumulative (2017) condition. Although needed improvements at these intersections are programmed as part of the North Perris Road and Bridge Benefit District (NPRBBD), the proposed Project is not in the NPRBBD fee As such, there is no feasible and legal means for the Project to monetarily contribute to the improvements. If a funding program is established to which the Project Applicant can participate as specified in Mitigation Measure MM 4.4-1, the Project's impacts would be mitigated. However, because such a funding program is not currently in place, the City of Moreno Valley finds this impact to be a significant and unavoidable nearterm cumulative impact. This impact is overridden by Project benefits as set forth in the statement of overriding considerations.

**Factual Basis for the Finding**: As discussed on Pages 4.4-11 through 4.4-18 and Page 4.4-22 of the Final EIR, and in the Project's Traffic Impact Analysis (Final EIR Technical Appendix F), the addition of Project traffic to the circulation network would impact two (2) intersections in the City of Perris

that are programmed for improvement, but for which there is no mechanism for the Project to contribute fees to mitigate its impact. These intersections are Western Way at Harley Knox Boulevard (Project's traffic contribution is 3.3%) and Indian Street at Harley Knox Boulevard (Project's traffic contribution is 3.5%). At Opening Year Cumulative (2017) Conditions the intersection of Western Way/Harley Knox Boulevard and the intersection of Indian Street/Harley Knox Boulevard are projected to operate at a LOS F under AM and PM peak hour conditions. Although improvements are anticipated to relieve these deficiencies in the long-term along Harley Knox Boulevard, funded by the NPRBBD, there is no assurance that the improvements will be in place at the time of the proposed Project's Opening Year Cumulative (2017) Conditions, and the Project cannot pay NPRBBD fees because the property is not located in the NPRBBD fee area. Mitigation measures beyond contribution to a fee program, such as full improvement of the intersections by the Project, are not feasible because there lacks proportionality to the impacts. Additionally, City of Moreno Valley is not authorized to require physical improvements to intersections in the City of Perris. Mitigation Measure MM 4.4-1, as set forth in the MMP attached as Exhibit A, will require fee payment to the City of Perris, if the City of Perris establishes a fair-share funding program to which projects in the City of Moreno Valley can contribute. There are no other feasible mitigation measures that will reduce the Project's cumulative impacts to the two (2) intersections below a level of significance.

#### V. PROJECT ALTERNATIVES

#### Α. **ALTERNATIVE SITES**

There exists no feasible and available alternative site for the Project which Finding: would avoid or substantially lessen the significant impacts of the Project while allowing for the feasible attainment of most of the Project's basic objectives.

Factual Basis for the Finding: As discussed on Pages 6-3 through Page 6-5 of the Final EIR, the Project is consistent with the Business Park/Light Industrial and Commercial land use designations applied to the property by the City of Moreno Valley General Plan and as further detailed by the Industrial and Industrial Support Areas designations

applied to the property by the Moreno Valley Industrial Area Plan (MVIAP) (Specific Plan 208). Thus, it can be reasonably assumed that development would ultimately occur in conformance with the property's applicable land use designation, whether by the Project Applicant or by others in the future. An examination of alternative sites is typically not necessary when a proposed development project is consistent with the applicable land use plan, because it can reasonably be assumed development would ultimately conformance with the applicable land use designation, whether by the Project Applicant or by others in the future. In cases where a proposed project is consistent with the applicable General Plan, the alternatives analysis should typically focus on options for developing the site consistent with adopted plan policies and the discussion of alternatives should search for an environmentally superior version of the project on the site instead of an alternative site.

The Project site is flat and is highly disturbed due to prior development of a parking site in the southern portion of the site and regular discing that occurs for fire fuel management in the northern portion of the site. The property is entitled to be developed pursuant to previously approved Amended Plot Plan P12-061 and previously approved Plot Plan PA07-0167. CEQA analysis for site disturbance associated with those approvals was completed, consisting of a Mitigated Negative Declaration (MND) and two MND Addenda (SCH No. 2008101041). Locating the proposed Project on an alternative site, therefore, would not avoid physical disturbance of the property. The only potential advantage, then, to selecting an alternative site for the proposed Project would be to displace the Project's operational effects to a different location.

The Project site is surrounded by properties developed with or planned for the future construction of industrial land uses. Few other properties in the City of Moreno Valley and western Riverside County would offer less developmental and environmental constraints, or fewer physical environmental impacts than the proposed Project site. Development of the Project in an alternate location would have similar impacts as would occur with implementation of the Project at its proposed location, and may even increase environmental effects

because the Project built in another location would be compounded with the effects of either the No Project/Trailer Yard Alternative (Alternative 1) or the No Project/Industrial Building Alternative (Alternative 2) because existing entitlements are already in place to construct those alternatives on the property. For these reasons, an alternative sites analysis is not required for the proposed Project.

#### B. NO PROJECT/TRAILER YARD ALTERNATIVE

**Finding**: Based on prior approval of Amended Plot Plan P12-061, the property could be developed as a trailer yard containing 722 spaces. The No Project/Trailer Yard Alternative would fail to meet all of the Project's specific objectives as listed in Subsection II.B above. This Alternative would not achieve the objectives to construct and operate a logistics center warehouse, and would not achieve a minimum FAR of 0.5. This Alternative also would not attract new businesses or jobs to the City of Moreno Valley because the parking yard would merely service the existing warehouse building to the west. Moreover, selection of the No Project/Trailer Yard Alternative, while preventing development of the property with a logistics center warehouse building, would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for the Project's environmental impacts to occur elsewhere in the City or Inland Empire region rather than be avoided. The No Project/Trailer Yard Alternative would not avoid physical impacts to the property. Operational impacts associated with traffic, air quality, greenhouse gas, and noise would be reduced but likely displaced to another property.

**Factual Basis for the Finding:** 

The No Project/Trailer Yard Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project against what could reasonably occur on the Project site based on existing entitlements. The No Project/Trailer Yard Alternative assumes that the proposed Project is not approved, and that the site would be developed in accordance with its existing entitlements pursuant to previously approved Amended Plot Plan P12-061. Under this scenario, the property's existing truck trailer parking lot would be expanded from 213 stalls to 722 stalls, and would increase the size of the parking lot to cover the northern portion of the Project site.

As discussed on Page 6-2, 6-5 through 6-11, and in Table 6-1 on Page 6-30 of the Final EIR, implementation environmental effects would not be avoided or reduced by the selection of this Alternative.

Moreover, this Alternative would not absorb demand for logistics center space in western Riverside County; thus, it is likely that any reduced level of environmental impact achieved through this Alternative would be displaced to another property rather than avoided. The establishment of a parking lot instead of a logistics center would reduce the tax revenue and employment generation potential of the property. Additionally, a parking lot would not meet the Project's basic objectives and would not fully implement the Business Park/Light Industrial land use designation applied to the property by the City's General Plan. A parking lot would also fail make efficient use of the property as compared to the objective to provide a 0.5 FAR or greater. A parking lot represents an inefficient use of land that is not justified by the environmental benefit of avoiding, but more likely displacing, the significant and unavoidable impacts associated with constructing and operating a logistics center warehouse on the property. Complete physical disturbance of the site and construction-related impacts would still occur to implement the parking lot.

#### C. NO PROJECT/INDUSTRIAL BUILDING

Finding:

Based on prior approval of Plot Plan 07-0167 and Amended Plot Plan P12-061, the property could be developed with 181,031 s.f. of building space with 26 dock doors and a trailer yard containing 384 spaces. Project/Trailer Yard Alternative would meet four of the five of the Project's objectives, but to a lesser degree. Selection of the No Project/Industrial Building Alternative would reduce the amount of industrial warehouse building square footage on-site from 400,130 s.f. to 181,031 s.f., but would not necessarily prevent the additional square footage from being located in another location in the City or Inland Empire region in response to the demand for industrial building space in western Riverside County. The No Project/Industrial Building Alternative would achieve the goal to construct and operate a logistics center warehouse, but the development would not meet the goal to achieve a minimum FAR of 0.5. This Alternative also would not reach the property's full potential to reduce demand for industrial business park development in western Riverside County; thus, it is likely for some of the environmental effects of logistics center operations to occur elsewhere in the City or Inland Empire region rather than be avoided. Project/Industrial Building Alternative would not avoid physical impacts to Operational impacts associated with traffic, air quality, the property. greenhouse gas, and noise would be reduced, but the reduction would likely be displaced to another property thus achieving no real environmental benefit.

#### **Factual Basis for the Finding:**

The No Project/Industrial Building Alternative was chosen by the Lead Agency to compare the impacts of approving the proposed Project against the impacts that would occur if the property were developed pursuant to Under existing entitlements existing entitlements. (specifically, Plot Plan 07-0167 and Amended Plot Plan P12-061), the northern portion of the site would be developed with a truck trailer yard consisting of approximately 384 trailer spaces, as approved by Amended Plot Plan P12-061, while the southern portion of the site would be developed with a 181,031 s.f. industrial building (inclusive of 5,000 s.f. of office, 2,000 s.f. of mezzanine, and 173,031 s.f. of industrial warehouse) pursuant to previously approved Plot Plan PA07-0167.

As discussed on Pages 6-11 though Page 6-18 and in Table 6-1 on Page 6-30 of the Final EIR, Selection of this Alternative would avoid the Project's significant and unavoidable cumulative impact to transportation/ traffic by reducing the number of trips contributed to the Western Way/Harley Knox and Indian Street/Harley Knox intersections to less than 50 peak hour trips and would generally reduce many of the other Projectrelated impacts that are related to building intensity. However, this Alternative would reduce, but would not fully avoid, the proposed Project's impacts due to longterm operational-related emissions of NO<sub>x</sub>, and would reduce but not fully avoid the proposed Project's significant unavoidable impact due to constructionrelated noise. Although this Alternative would meet most of the Project's basic objectives, it would meet them to a lesser degree than the proposed Project due to the reduction in building area. Specifically, this Alternative would attract a fewer number of jobs to the City of Moreno Valley, would not fully implement the Business Park/Light Industrial land use designation applied to the property by the City's General Plan, and would fail to make efficient use of the property by providing a floor area ratio (FAR) less than the objective to provide a 0.5 FAR or greater. Furthermore, the reduction in building space that would result from implementation of this Alternative represents an inefficient use of land that is not justified by the environmental benefit of reducing, but more likely displacing, operational impacts. Complete physical disturbance of the site and construction-related impacts would still occur.

#### D. REDUCED PROJECT/SMALL BUILDINGS ALTERNATIVE

Finding: The Reduced Project/Small Buildings Alternative would meet all of the Project's objectives, except may have more difficulty meeting the objective to construct a logistics center that appeals to tenants seeking to locate in the Moreno Valley area due to the smaller sized buildings as compared to the larger building proposed by the Project. Implementation of the Reduced Project/Small Buildings Alternative would result in the construction of 375,556 s.f. of industrial warehouse building area, or 24,574 s.f. less building area than the proposed Project (a reduction in building area by approximately 6%). Implementation of this Alternative would not avoid physical impacts to the property and would increase the proposed Project's significant unavoidable impacts to air quality, noise, and transportation/traffic, and would generally increase Project-related operational impacts that are related to average daily traffic.

**Factual Basis for the Finding:** 

This Alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project (one larger building that is likely to attract one tenant) against the environmental effects of constructing two smaller buildings that is likely to attract two different tenants. Under this Alternative, two buildings would be constructed, and combined would include 375,556 s.f. of building area, or 24,574 s.f. less building area than the proposed Project (a reduction in building area by approximately 6%).

As discussed on Pages 6-2, and 6-11 through 6-18 and in Table 6-1 on Page 6-30 of the Final EIR, implementation of the Reduced Project/Small Buildings Alternative would increase the proposed Project's significant unavoidable impacts to air quality, noise, and transportation/traffic, and would generally increase Project-related operational impacts that are related to average daily traffic. Although this Alternative would result in a reduction in building area, this Alternative would require the construction of more walls for the individual buildings and would require more area requiring paint, thereby increasing the emission of VOCs under near-term conditions. The buildings would generate approximately 1,336 traffic trips per day (utilizing the ITE rates for industrial warehousing),

which would result in greater operational impacts associated with traffic, air quality, greenhouse gas, and noise as compared to the proposed Project. Cumulative impacts at the intersections of Western Way/ Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard would remain significant and unavoidable under both this Alternative and the proposed Project, although this Alternative would produce more traffic and would therefore have a greater impact on these intersections. There would be no environmental benefit to the selection of this Alternative.

#### E. REDUCED PROJECT/NORTH BUILDING ALTERNATIVE

Finding: This Alternative is the Environmentally Superior Alternative. Selection of the Reduced Project/North Building Alternative would retain the existing truck trailer parking yard in the southern portion of the property and result in the construction of 194,525 s.f. of industrial warehouse building area in the northern portion of the property. This would result in 205,605 s.f. less building area than the proposed Project (a reduction in building area by approximately 51%) and no additional physical impact to the southern portion of the site, which is already developed as a parking lot. The Reduced Project/North Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. This Alternative would not achieve the Project's objective to achieve a minimum FAR of 0.5, and would be less effective in providing logistics center warehouse building space in comparison to the proposed Project. This Alternative, while providing logistics center warehouse building space within five miles of major regional transportation corridors, would provide less building space than the proposed Project. Additionally, this Alternative would attract fewer businesses and jobs to the City of Moreno Valley as compared to the proposed Project. Moreover, selection of the Reduced Project/North Building Alternative would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental

Factual Basis for the Finding: The No Project/Industrial Building Alternative was chosen by the Lead Agency to compare the potential benefits of constructing one smaller warehouse building on the northern portion of the property while retaining the existing parking lot on the southern portion of the property. Implementation of the Reduced Project/North Building Alternative would retain the existing truck trailer parking yard in the southern portion of the property and result in the construction of 194,525 s.f. of

impacts to be displaced and occur elsewhere rather than be avoided.

industrial warehouse building area in the northern portion of the property. This would result in 205,605

s.f. less building area than the proposed Project (a reduction in building area by approximately 51%).

As discussed on Pages 6-3 and 6-23 through 6-29 and in Table 6-1 on Page 6-30 of the Final EIR, implementation of this Alternative would reduce the proposed Project's significant unavoidable impacts to air quality, noise, and transportation/traffic, although such impacts would not be fully avoided under this Alternative. Other Project-related operational impacts that are related to average daily traffic and the secondary effects of mobile emissions (air quality, greenhouse gas, health risk, noise) also would be reduced under this Alternative. As such, this Alternative is identified as the Environmentally Superior Alternative as specified on Pages 6-1 and 6-3 of the Final EIR.

The 194,525 s.f. building would generate approximately 693 trips per day (utilizing the ITE rates for industrial warehousing). The projected increase in traffic from the site would require the implementation of mitigation measures and adherence to conditions of approval similar to those imposed for the proposed However, even with the incorporation of mitigation measures, the 693 trips associated with this Alternative would result in significant and unavoidable impacts due to the emissions of NO<sub>X</sub>, which would violate the SCAQMD regional air quality standard and would contribute to an existing air quality violation (i.e., smog). Since the proposed Project would generate 373 more daily trips than would occur under this Alternative, impacts due to a conflict with the SCAQMD regional air quality standard and the level of contribution to an existing air quality violation (i.e., ozone) would be reduced under this Alternative. Accordingly, this Alternative would reduce but not proposed Project's significant unavoidable impact due to operational NO<sub>X</sub> emissions and its contribution to the Air Basin's non-attainment status for  $NO_X$  and  $O_3$ .

Similar to the proposed Project, near-term construction activities in the northern portion of the property would result in significant and unavoidable short-term noise impacts. However, because this Alternative would result in the construction of a smaller building, the Final

EIR anticipates that the duration of noise impacts during the building construction and architectural coating phase would be reduced under this Alternative as compared to the proposed Project. Implementation of this Alternative would not, however, fully avoid the proposed Project's near-term significant and unavoidable impact to noise.

Implementation of this Alternative would result in cumulatively significant impacts at the same seven roadway segments and five intersections that would be impacted by the proposed Project under Horizon Year Cumulative (2017) conditions, although such impacts would be reduced in comparison to the proposed Project. Cumulative impacts at the intersections of Western Way/ Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard would remain significant and unavoidable under both this Alternative and the proposed Project, although this Alternative would produce less traffic and would therefore have a lesser degree of cumulative impact at these intersections.

This Alternative would not absorb demand for logistics center space in western Riverside County to the same extent as the proposed Project; thus, it is likely that any reduced level of environmental impact achieved through this Alternative would be displaced to another property rather than avoided. Although this Alternative would meet most of the Project's basic objectives, it would meet them to a lesser degree than the proposed Project due to the reduction in building area. Specifically, this Alternative would attract a fewer number of jobs to the City of Moreno Valley, would not fully implement the Business Park/Light Industrial land use designation applied to the property by the City's General Plan, and would fail to make efficient use of the property by providing a floor area ratio (FAR) less than the objective to provide a 0.5 FAR or greater. The construction of a smaller building would reduce the tax revenue and employment generation potential of the property. Furthermore, the reduction in building space that would result from implementation of this Alternative represents an inefficient use of land that is not justified by the environmental benefit of reducing, but more likely displacing, operational impacts.

#### VI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in Section IV above, most of the Project's impacts on the environment will either be less than significant or, through the imposition of mitigation measures as conditions of approval of the Project, can be reduced to less than significant. However, as set forth in subsection IV.B. above, impacts to air quality, noise, and transportation/traffic will remain significant and unavoidable even after the imposition of all feasible mitigation measures. Further, as set forth in Section V. above, there are no feasible alternatives to the Project which would mitigate or avoid those environmental impacts while still attaining all of the Project's basic objectives. Nevertheless, as set forth below, the Planning Commission has determined that the benefits which will accrue from the development of the Project outweigh the significant and unavoidable impacts which the Project will produce.

#### Α. **AIR QUALITY**

Notwithstanding the significant unavoidable impacts to air quality discussed in subsection IV.B.1, above, implementation of the City of Moreno Valley's General Plan and Specific Plan No. 208, the development of otherwise underutilized land, the creation of jobs and a multiplier effect that will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities, and the fact that the Project will include energy efficiency features, constitutes benefits which outweigh the unavoidable adverse environmental impacts to air quality. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on air quality that will result.

**Factual Basis for the Finding**: As set forth in the Project Objectives on Pages 3-1 and 3-2 of the Final EIR and in the description of the Project provided on Pages 3-2 through 3-14 of the Final EIR, approval of the Project will allow the conversion of an underutilized site into a job and revenue producing facility. Applying average employment density factors reported by the Southern California Association of Governments in their publication "Employment Density Study Report," (SCAG 2001), implementation of the Project is anticipated to result in the creation of up to 191 new, recurring jobs, which also will improve the regional jobs-housing balance, thereby reducing the need for Western Riverside County residents to commute longer distances to work. It will allow for the implementation of Business Park/Light Industrial land uses in conformance with the City of Moreno Valley General Plan and Moreno

Valley Industrial Area Plan, and will assist the City in achieving numerous General Plan Goals, including, but not limited to, Ultimate Goal No. IV. (to achieve a community which "Enjoys a healthy economic climate that benefits both residents and businesses"), and Community Development Objective 2.5 ("Promote a mix of industrial uses which provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of industrial activities that have good access to the regional transportation system, accommodate the personal needs of workers and business visitors, and which meets the service needs of local businesses."). Approving the Project also will result in the Project's monetary contributions to established fee programs such as the City's Development Impact Fee and the western Riverside County Transportation Uniform Mitigation Fee that will be directed to needed local and regional road improvements. A monetary contribution also will be provided in accordance with the western Riverside County MSHCP to assist in establishing a regional conservation and open space system, whereas the Project site itself has very little biological value.

#### В. **NOISE**

Notwithstanding the significant unavoidable impacts to noise discussed in subsection IV.B.1, above, implementation of the City of Moreno Valley's General Plan and Specific Plan No. 208, the development of otherwise underutilized land, the creation of jobs and a multiplier effect that will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities, and the fact that the Project will include energy efficiency features, constitutes benefits which outweigh the unavoidable adverse environmental impacts to air quality. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on air quality that will result.

**Factual Basis for the Finding**: As set forth in the Project Objectives on Pages 3-1 and 3-2 of the Final EIR and in the description of the Project provided on Pages 3-2 through 3-14 of the Final EIR, approval of the Project will allow the conversion of an underutilized site into a job and revenue Applying average employment producing facility. density factors reported by the Southern California Association of Governments in their publication

"Employment Density Study Report," (SCAG 2001), implementation of the Project is anticipated to result in the creation of up to 191 new, recurring jobs, which also will improve the regional jobs-housing balance, thereby reducing the need for Western Riverside County residents to commute longer distances to work. It will allow for the implementation of Business Park/Light Industrial land uses in conformance with the City of Moreno Valley General Plan and Moreno Valley Industrial Area Plan, and will assist the City in achieving numerous General Plan Goals, including, but not limited to, Ultimate Goal No. IV. (to achieve a community which "Enjoys a healthy economic climate that benefits both residents and businesses"), and Community Development Objective 2.5 ("Promote a mix of industrial uses which provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of industrial activities that have good access to the regional transportation system, accommodate the personal needs of workers and business visitors, and which meets the service needs of local businesses."). Approving the Project also will result in the Project's monetary contributions to established fee programs such as the City's Development Impact Fee and the western Riverside County Transportation Uniform Mitigation Fee that will be directed to needed local and regional road improvements. A monetary contribution also will be provided in accordance with the western Riverside County MSHCP to assist in establishing a regional conservation and open space system, whereas the Project site itself has very little biological value.

### C. TRANSPORTATION/TRAFFIC

Finding: Notwithstanding the significant unavoidable impacts to transportation/ traffic discussed in subsection IV.B.1, above, implementation of the City of Moreno Valley's General Plan and Specific Plan No. 208, the development of otherwise underutilized land, the creation of jobs and a multiplier effect that will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities, and the fact that the Project will include energy efficiency features, constitutes benefits which outweigh the unavoidable adverse environmental impacts to air quality. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on air quality that will result.

**Factual Basis for the Finding**: As set forth in the Project Objectives on Pages 3-1 and 3-2 of the Final EIR and in the description of the Project provided on Pages 3-2 through 3-14 of the Final EIR, approval of the Project will allow the conversion of an underutilized site into a job and revenue producing facility. Applying average employment density factors reported by the Southern California Association of Governments in their publication "Employment Density Study Report," (SCAG 2001), implementation of the Project is anticipated to result in the creation of up to 191 new, recurring jobs, which also will improve the regional jobs-housing balance, thereby reducing the need for Western Riverside County residents to commute longer distances to work. It will allow for the implementation of Business Park/Light Industrial land uses in conformance with the City of Moreno Valley General Plan and Moreno Valley Industrial Area Plan, and will assist the City in achieving numerous General Plan Goals, including, but not limited to, Ultimate Goal No. IV. (to achieve a community which "Enjoys a healthy economic climate that benefits both residents and businesses"), and Community Development Objective 2.5 ("Promote a mix of industrial uses which provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of industrial activities that have good regional transportation system, to the accommodate the personal needs of workers and business visitors, and which meets the service needs of local businesses."). Approving the Project also will result in the Project's monetary contributions to established fee programs such as the City's Development Impact Fee and the western Riverside County Transportation Uniform Mitigation Fee that will be directed to needed local and regional road improvements. A monetary contribution also will be provided in accordance with the western Riverside County MSHCP to assist in establishing a regional conservation and open space system, whereas the Project site itself has very little biological value.

# VII. CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

The Moreno Valley Planning Commission finds that it has reviewed and considered the Final EIR in evaluating the Project, that the Final EIR is an accurate and objective statement that fully complies with CEQA and the CEQA Guidelines, and that the Final EIR reflects the independent judgment of the Planning Commission.

The Planning Commission declares that no new significant information as defined by CEQA Guidelines Section 15088.5 has been received by the Commission after the circulation of the Draft EIR that would require recirculation. All of the information added to the Final EIR merely clarifies, amplifies or makes insignificant modifications to an already adequate Draft EIR pursuant to CEQA Guidelines Section 15088.5(b).

The Planning Commission hereby certifies the EIR based on the following findings and conclusions:

#### A. FINDINGS

# 1. WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN COMPLIANCE

The Project is in conformance with the conservation requirements of the Western Riverside County Multiple Species Conservation Plan (MSHCP) in that:

- 1. The Project site is located within the MSHCP Criteria Area, but is not located within any Cell Groups; therefore, a Habitat Acquisition and Negotiation Strategy (HANS) application is not required to be submitted to the Riverside Conservation Authority (RCA).
- 2. Pursuant to Section 6.1.2 of the MSHCP, an assessment of potentially significant effects on Riparian/Riverine Areas and Vernal Pools is required if such resources are identified on the Project site or will impacted by the Project. The Project site does not contain and the Project will not impact these resources. As such, the Project will not impact biological functions and values as it pertains to riparian habitat and a Determination of Biologically Equivalent or Superior Preservation (DBESP) is not required
- 3. Pursuant to Section 6.1.3 of the MSHCP, habitat assessments and/or focused surveys for certain Narrow Endemic plant species are required for properties within mapped survey areas. The Project site is not located in a mapped survey area.
- 4. Pursuant to Section 6.1.4 of the MSHCP, projects in close proximity to the MSHCP Conservation Area are required to incorporate mechanisms to address indirect effects to the MSHCP Conservation Area. The Project

site is not located in close proximity to the MSHCP Criteria Area or any MSHCP Preserve.

5. Pursuant to Section 6.3.2 of the MSHCP, habitat assessments and/or focused surveys for certain additional plant and animal species are required for properties within mapped survey areas. The Project site is located in a survey area for western burrowing owl and required surveys were conducted. Pre-construction surveys of the Project site and avoidance of clearing and grading activities during the nesting season are required. If the site is occupied, Mitigation Measure MM 4.5-1, as set forth in the MMP attached as Exhibit A, has been imposed as a condition of approval of the Project in accordance with the MSHCP.

#### 2. CEQA COMPLIANCE

As the decision-making body for the Project, the Planning Commission has reviewed and considered the information contained in the Findings and supporting documentation. The Planning Commission determines that the Findings contain a complete and accurate reporting of the environmental impacts and mitigation measures associated with the Project, as well as complete and accurate reporting of the unavoidable impacts and benefits of the proposed Project as detailed in the Statement of Overriding Considerations. The Commission finds that the EIR was prepared in compliance with CEQA and that the Commission complied with CEQA's procedural and substantive requirements.

# 3. SIGNIFICANT UNAVOIDABLE IMPACTS/STATEMENT OF OVERRIDING CONSIDERATIONS

The Project will have significant adverse impacts even following adoption of all feasible mitigation measures which are required by the Planning Commission. The following significant environmental impacts have been identified in the Final EIR and will require mitigation but cannot be mitigated to a level of insignificance as set forth in subsection IV.B of these Findings: Air Quality - Violation of air quality standard, contribution to air quality violation, or cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (Thresholds 2 and 3); Noise - Short-term generation of construction-related noise levels in excess of the City Noise Ordinance Standard for non-transportation and stationary noise sources and short-term substantial temporary or periodic increase in ambient noise levels in the Project vicinity without the Project (Thresholds 2 and 3); Transportation/Traffic - Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system (Threshold 1).

The Planning Commission has eliminated or substantially reduced environmental impacts where feasible and the Commission determines that the remaining

unavoidable significant adverse impacts are acceptable due to the reasons set forth in the preceding Statement of Overriding Considerations.

#### 4. CONCLUSIONS

- 1. All potentially significant environmental impacts from implementation of the proposed Project have been identified in the EIR and, with the implementation of the mitigation measures defined herein and set forth in the MMP, will be mitigated to a less-than-significant level, except for the impacts identified in subsection IV.B herein.
- 2. Other reasonable alternatives to the proposed Project that could feasibly achieve the basic objectives of the proposed Project have been considered and rejected in favor of the proposed Project.
- 3. Environmental, economic, social and other considerations and benefits derived from the development of the proposed Project override and make infeasible any alternatives to the proposed Project or further mitigation measures beyond those incorporated into the proposed Project.

# Mitigation Monitoring Program First Inland Logistics Center II Project

State Clearinghouse No. 2012121011

Prepared for:

## **City of Moreno Valley**

Community Development Department 14177 Frederick Street Moreno Valley, CA 92552

Prepared by:

## T&B Planning, Inc.

17542 East 17<sup>th</sup> Street, Suite 100 Tustin, CA 92780 714-505-6360



November 7, 2013

#### INTRODUCTION

## **CEQA Requirements**

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document that includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a Mitigation Monitoring Program (MMP) for the changes to the project that it has adopted or made a condition of project approval in order to mitigate or avoid significant environmental impacts. The appropriate reporting or monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code §21081.6).

The Planning Division would coordinate the project monitoring of the mitigation measures with each applicable department or division, while various City departments/divisions would be responsible for monitoring and verifying compliance of specific mitigation measures (see the Mitigation Monitoring and Reporting Summary Table beginning on page 6). The City of Moreno Valley Public Works Department (City) would coordinate monitoring of the implementation of all mitigation measures for the project. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation measure; and 3) retention of records in the project file.

### **Program Objectives**

The objectives of the MMP for the proposed First Inland Logistics Center II Project (the "Project") include the following:

- To provide assurance and documentation that mitigation measures are implemented as planned;
- To collect analytical data to assist City administration in its determination of the effectiveness of the adopted mitigation measures;
- To report periodically regarding project compliance with mitigation measures, performance standards and/or other conditions; and
- To make available to the public, upon request, the City record of compliance with project mitigation measures.

### **Overview of the Project**

The Project site consists of 17.3 acres in the southern portion of the City of Moreno Valley, Riverside County, California. From a regional perspective, the Project site is located north of the City of Perris, southeast of the City of Riverside, and south, east, and west of unincorporated areas in Riverside County. Interstate 215 (I-215) is located approximately 1.85 miles to the west of the site and State Route 60 (SR-60) is located approximately 4.85 miles to the north of the site. At the local scale, the Project site is situated south of San Michele Road, north of Nandina Avenue, west of Perris Boulevard, and about 1,150 feet east of Knox Street.

The Project consists of development of a 17.3-acre property with one logistics center warehouse building containing 400,130 square feet (s.f.) of interior building space. Associated

improvements to the property will include, but are not limited to 59 loading bays, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins. Construction of the Project involves demolition and removal of the existing parking lot, grading of the 17.3-acre property, and construction of the warehouse building.

One discretionary action is requested of the City of Moreno Valley to implement the Project, PA12-0023. Other discretionary and administrative actions that would or could be necessary to implement the proposed Project are listed below.

### **Matrix of Project Approvals/Permits**

PUBLIC AGENCY	APPROVALS AND DECISIONS								
City of Moreno Valley									
Proposed Project – City of Moreno Valley Discretionary Approvals									
City of Moreno Valley Planning Commission	<ul> <li>Approve, conditionally approve, or deny PA12-0023.</li> <li>Reject or certify this EIR along with appropriate CEQA Findings (P12-064).</li> </ul>								
Subsequent City of Moreno Valley Discreti									
City of Moreno Valley Subsequent Implementing Approvals	<ul> <li>Approve Final Maps, parcel mergers, lot line adjustments, or parcel consolidations, as may be appropriate.</li> <li>Approve Conditional or Temporary Use Permits, if required.</li> <li>Issue Grading Permits.</li> <li>Issue Building Permits.</li> <li>Approve Road Improvement Plans.</li> <li>Issue Encroachment Permits.</li> <li>Accept public right-of-way dedications.</li> </ul>								
Other Agencies – Subsequent Approvals ar	nd Permits								
Riverside County Flood Control and Water Conservation District	Approvals for drainage infrastructure.								
Eastern Municipal Water District	Approvals for water and sewer infrastructure.								
Santa Ana Regional Water Quality Control Board	<ul> <li>Issuance of a Construction Activity General Construction Permit.</li> <li>Issuance of a National Pollution Discharge Elimination System (NPDES) Permit.</li> </ul>								

The proposed building is designed to contain 394,130 s.f. of warehouse space and 6,000 s.f. of office and mezzanine space. The front door and office would be positioned at the southeast corner of the building, facing the intersection of Perris Boulevard/Nandina Avenue. On the 17.3 acre property, 0.3 acres would be dedicated to the City of Moreno Valley for the widening of San Michele Road, so the total net parcel acreage is 17.0 acres. Over the 17.0 net acre parcel, the proposed building would calculate to a floor area ratio (FAR) of 0.51.

#### **Organization of the Mitigation Monitoring Program**

The following describes the sections of this MMP:

- **Introduction** Provides an overview of CEQA's monitoring and reporting requirements, program objectives, the project for which the program has been prepared, and the manner in which the mitigation monitoring program has been organized.
- MMP Describes the City entities responsible for implementation of the mitigation
  monitoring plan, the plan scope, procedures for monitoring and reporting, public
  availability of documents, the process for making changes to the program, types of
  mitigation measures, and the manner in which monitoring will be coordinated to ensure
  implementation of mitigation measures.
- **Mitigation Monitoring and Reporting Summary** Outlines the impacts and mitigation measures, responsible entities, and the timing for monitoring and reporting for each mitigation measure included in this MMP.

#### **DESCRIPTION OF PLAN**

#### **Mitigation Monitoring Procedures**

This MMP delegates responsibilities for monitoring the project, and allows responsible City entities flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. The timing for monitoring and reporting is described in the monitoring and reporting summary table, below. Adequate monitoring requires demonstration of monitoring procedures and implementation of mitigation measures.

In order to enhance the effectiveness of the monitoring program, the City will utilize existing systems where appropriate. For instance, with any major construction project, the administration generally has at least one inspector assigned to monitor project construction. These inspectors are familiar with a broad range of regulatory issues and will provide first line oversight for much of the monitoring program.

Responsibilities of the City include identification of typical mitigation measure-related issues such as noisy equipment, dust, safety problems, etc. Any problems are generally corrected through directions to the contractors or through other appropriate, established mechanisms. Internal reporting procedures are already in place to document any problems and to address broader implementation issues.

#### **Reporting Procedures**

The City would be responsible for monitoring and implementing the mitigation measures included in this monitoring plan. Reporting establishes a record that a mitigation measure is being implemented and generally involves the following steps:

- The City distributes reporting forms to the appropriate City Department (as indicated on the Mitigation Monitoring and Reporting forms) or employs the office's existing reporting process for verification of compliance.
- Responsible entities verify compliance by signing the monitoring and reporting form and/or documenting compliance using their own internal procedures when monitoring is triggered.
- Responsible entities provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented.

The reporting forms prepared by the City would document the implementation status of mitigation measures of the project. Progress reports describe the monitoring status of all project mitigation measures. The City will keep records of Project reporting forms and periodic status reports.

The City would also be responsible for assisting their contractor with reporting responsibilities to ensure that they understand their charge and complete their reporting procedures accurately and on schedule.

#### **Public Availability**

All monitoring reporting forms, summaries, data sheets, and correction instructions related to the Mitigation Monitoring Program for First Inland Logistics Center II would be available for public review upon request at the City of Moreno Valley Department of Public Works offices during normal business hours.

#### **Program Changes**

If minor changes are required to the MMP, they would be made in accordance with CEQA and would be permitted after further review by the City. Such changes could include reassignment of monitoring and reporting responsibilities and/or redesign to make any appropriate improvements. No change would be permitted unless the Mitigation Monitoring Program continues to satisfy the requirements of Public Resources Code §21081.6.

#### **Types of Mitigation Measures Being Monitored**

The Final Environmental Impact Report for the First Inland Logistics Center II Project is a "project specific" and "cumulative" evaluation as defined in the CEQA Guidelines.

The Final Environmental Impact Report recommends 22 project specific and cumulative mitigation measures to reduce impacts related to air quality, greenhouse gas emissions, noise, transportation/traffic and biological resources. Compliance with these mitigation measures will be accomplished through administrative controls over project planning and implementation. Monitoring would be accomplished as described previously under "Reporting Procedures" through verification and certification by personnel.

In general, implementation of the MMP will require the following actions:

• Appropriate mitigation measures would be included in construction documents.

- Departments with reporting responsibilities would review the Final Environmental Impact Report, which provides general background information on the reasons for including specified mitigation measures.
- Problems with or exceptions to compliance would be addressed by the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance with mitigation measures.

## **Mitigation Monitoring and Reporting Summary**

2500	Responsible	Verification of	m	Start	Finish	Moni	toring
Mitigation Measure	Party	Compliance	Timing	Date	Date	Date	Monitor
Air Quality		<u> </u>			•	•	
PM10 Emissions – Near Term MM 4.1-1 Prior to grading permit issuance, the City shall verify that the following notes are specified on the grading plan to ensure implementation of SCAQMD Rule 403. It should be noted that the following list is non-exclusive, and identifies only key provisions of the SCAQMD Rule 403 requirements; regardless the Project shall be required to comply with all applicable provisions of SCAQMD Rule 403, whether listed below or not. Specifically, Project contractors shall be required to comply with the following notes and all other applicable SCAQMD Rule 403 requirements, and shall maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.	Project Engineer/ Project Construction Manager	City of Moreno Valley Planning Division and Land Development Division	Prior to the issuance of grading permit(s) and during construction activities				
All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.							
All unpaved roads and disturbed areas shall be watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.							
The contractor shall ensure that traffic speeds on unpaved roads and areas where soil is exposed are reduced to 15 miles per hour or less.							
Public streets shall be swept at the end of each workday using a street sweeper meeting SCAQMD Rule 1186.1 if visible soil is carried onto paved public roads.							
The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.							
PM10 Emissions – Near Term  MM 4.1-2 Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage with	Project Construction Manager	City of Moreno Valley Planning Division and Land Development	Prior to the issuance of grading permit(s) and during construction				

3600 00 34	Responsible	Verification of	m. •	Start	Finish	Moni	toring
Mitigation Measure	Party	Compliance	Timing	Date	Date	Date	Monitor
Perris Boulevard, San Michelle Road, and Nandina Avenue stating the name and phone number of an authorized individual to be contacted to resolve dust complaints. Proof of sign posting in the form of photographs shall be placed on file with the City of Moreno Valley. These signs shall remain posted on the property until grading is complete. All legitimate dust complaints shall be resolved in 24 hours.		Division	activities				
NOx Emissions – Near-Term MM 4.1-3 Prior to grading permit and building permit issuance, the City shall verify that the following notes are specified on all grading and building plans. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Moreno Valley staff to confirm compliance.	Project Applicant/ Developer	SCAQMD, City of Moreno Valley Planning Division, Building and Safety Division, and Land Development Division	Prior to the issuance of grading permit(s) and building permit(s) and during construction activities				
Mass grading shall be limited to no more than 4.0 acres per day.							
During construction activity, diesel engines shall not idle in excess of three (3) minutes.							
All construction-related equipment shall be CARB Certified.							
Temporary traffic control for construction vehicles entering and exiting the site shall be implemented pursuant to the requirements of the California Manual on Uniform Traffic Control Devices.							
During construction activity, the operating time of all pieces of off-road diesel-powered equipment shall not exceed a combined total of 75 operating hours per day.							
Construction-related haul trips entering and existing the site shall occur during non-peak traffic hours.							
The construction contractor shall encourage construction site employees to rideshare by offering incentives or other inducements.							
High pressure injectors shall be used on all diesel powered construction equipment over 100 horsepower.							
All construction-related on-road diesel-powered haul							

Mitigation Measure	Responsible	Verification of	Timing	Start	Finish	Moni	toring
Whigation Weasure	Party	Compliance	Tilling	Date	Date	Date	Monitor
trucks shall be 2007 or newer model year or 2010 engine compliant vehicles.							
On all construction-related equipment that has a particulate trap, the trap shall be Level 3 CARB certified.							
Electric-powered construction equipment and tools shall be used when technically feasible.							
Biodiesel fuel or other alternatives to diesel fuel shall be used to power construction equipment when technically feasible.							
Construction vehicles shall use the City's designated truck route.							
Construction parking shall be located and configured to minimize traffic interference on public streets.							
Import of earth materials and on-site grading activities shall not occur on the same day. No more than 66 loads of earth material (about 2,000 cubic yards) shall be brought to the site in any given day.							
WOC Emissions-Near Term MM 4.1-4 Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.	Project Construction Supervisor	City of Moreno Valley Planning Division, Building and Safety Division, and Land Development Division	Prior to the issuance of building permit(s) and during construction activities				
All surface coatings shall consist of Zero-Volatile Organic Compound paints (no more than 150 gram/liter of VOC) and/or be applied with High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113. Alternatively, building materials may be used that do not require painting or are delivered to the construction site pre-painted.							
MM 4.1-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2)	Project Applicant/ Developer	City of Moreno Valley Building and Safety Division and Planning Division	Prior to the issuance of occupancy permit(s)				

37	Responsible	Verification of	m	Start	Finish	Mon	itoring
Mitigation Measure	Party	Compliance	Timing	Date	Date	Date	Monitor
instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to occupancy permit issuance, the City shall conduct a site inspection to ensure that the signs are in place.  NOx Emissions – Long-Term	Project Applicant/	City of Moreno	Prior to the issuance				
MM 4.1-6 Prior to the issuance of building permits, the City shall verify that the parking lot striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.	Developer	Valley Planning Division	of building permit(s)				
NOx Emissions – Long-Term MM 4.1-7 Prior to the issuance of occupancy permits, the Project's property owner shall provide documentation to the Planning Division verifying that provisions are included in the building's lease agreement that inform tenants about the availability of:  1) alternatively fueled cargo handling equipment; 2) grant programs for diesel fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the City of Moreno Valley; and 4) access to alternative fueling stations in the City of Moreno Valley that supply compressed natural gas (closest station is located on Indian Street, south of Nanina Avenue); and 5) the United States Environmental Protection Agency's SmartWay program.	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)				
NOx Emissions – Long-Term MM 4.1-8 In the event that the building design is modified to accommodate refrigeration, all loading docks shall be equipped with an electrical hookup to power refrigerated tractor trailers.	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of building permits for any building design that accommodates refrigeration				
<b>Greenhouse Gas Emissions</b>							
MM 4.2-1 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's mechanical/electrical /plumbing (MEP) plans specify the installation of U.S. EPA Certified WaterSense labeled or equivalent faucets, highefficiency toilets (HETs), and water-conserving shower heads (if showers are proposed).	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s) and as part of final building inspection				
MM 4.2-2 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's roof is structurally designed to accommodate the future addition of photovoltaic solar panels.	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s) and as part of final building inspection				

Mitigation Measure	Responsible	Verification of	Timing	Start	Finish	Moni	toring
Willigation Weasure	Party	Compliance	Tilling	Date	Date	Date	Monitor
Noise							
MM 4.3-1 Prior to grading or building permit issuance, the City shall review grading and building plans to ensure that the following notes are included. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.	Project Construction Manager	City of Moreno Valley Land Development Division and Building and Safety Division	Prior to the issuance of grading permit(s) and building permit(s)				
a) All construction activities, including but not limited to haul truck deliveries, shall be limited to between the hours of 7:00 a.m. and 8:00 p.m.							
b) Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.							
c) All stationary construction equipment and equipment staging areas shall be placed as close as possible to the center of the western property line.							
d) All haul truck deliveries shall use City- approved haul routes. Should alternate routes be necessary, haul trucks shall not use roadways that pass noise-sensitive land uses or residential dwellings unless approved by the City of Moreno Valley.							
MM 4.3-2 As a condition of the Project's building permit, the perimeter wall planned along San Michelle Road and at the corner of San Michelle Road and Perris Boulevard shall be installed early in the construction process.	Project Applicant/ Developer	City of Moreno Valley Planning Division	During Project construction				
Transportation/Traffic							
MM 4.4-1 In the event that the City of Perris establishes a fair-share funding program for improvements to the following intersections (or immediately adjacent roadways segments that contribute to the intersection's level of service), that applies to projects in the City of Moreno Valley, then prior to the issuance of a building permit for the project, the Project Applicant shall contribute a fair-share payment to the established funding program to address the Project's cumulative impacts to the following facilities:	Project Applicant/ Developer	City of Moreno Valley Public Works Department (Transportation Engineering Division)	Prior to the issuance of the first (1st) building permit				
a) Intersection of Western Way/ Harley Knox							

Mitigation Maggara	Responsible	Verification of	Timing	Start	Finish	Moni	toring
Mitigation Measure	Party	Compliance	Timing	Date	Date	Date	Monitor
Boulevard (Project's fair-share contribution is 3.3%);  b) Intersection of Indian Street/ Harley Knox Boulevard (Project's fair-share contribution is 3.5%)  MM 4.4-2 Prior to the issuance of occupancy permits, the Project shall construct roadway improvements (including but not limited to parkway, landscaping, and sidewalk improvements) along its	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division	Prior to the issuance of the first (1st) occupancy permit				
frontage with Perris Boulevard and San Michele Road as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Supervisor	Division					
MM 4.4-3 Prior to the issuance of occupancy permits, the Project shall construct intersection improvements at each Project Driveway as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division	Prior to the issuance of the first (1st) occupancy permit				
MM 4.4-4 Prior to the issuance of building or occupancy permits, the Project shall comply with the City of Moreno Valley Development Impact Fee (DIF) program, which requires the payment of a fee to the City to reduce traffic congestion by participating in funding the installation of intersection improvements. Prior to the issuance of occupancy permits, the project also shall comply with the Transportation Uniform Mitigation Fee (TUMF) program, which funds off-site regional transportation improvements. The following study area intersection improvements are currently covered under DIF-funding and/or TUMF-funding:	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division and Planning Division	Prior to the issuance of the first (1st) occupancy permit				
a) I-215 Southbound Ramps/ Harley Knox Boulevard (ID #1): One (1) southbound lane; one (1) westbound lane; and re-striping for one southbound lane and one southbound right turn.							
b) I-215 Northbound Ramps/ Harley Knox Boulevard (ID #2): One westbound free right lane, and re-striping for one (1) northbound right turn lane.							
c) Patterson Avenue/ Harley Knox Boulevard (ID #4): One (1) eastbound turn lane, and one (1) westbound turn lane.							
d) Indian Street/ Nandina Avenue (ID #5): One (1) northbound turn lane; one (1) southbound turn							

Mitigation Measure	Responsible	Verification of	Timing	Start	Finish	Moni	toring
o a constant of the constant o	Party	Compliance	Tilling	Date	Date	Date	Monitor
lane; one (1) southbound right turn lane; one (1) eastbound lane; and protected left-turn on eastbound and westbound approaches.							
e) Indian Street/ Harley Knox Boulevard (ID #6): Two (2) southbound right turn lanes with overlapping phasing; one (1) eastbound lane; one (1) eastbound turn lane; and remove cross-walk on north leg (westbound approach).							
f) Perris Boulevard/ San Michele Road (ID #12): One southbound turn lane.							
MM 4.4-5 On-site direction signing and striping shall be installed in conjunction with detailed construction plans for the Project and as approved by the City of Moreno Valley. The on-site signing and striping plans shall be subject to review and approval by the Planning Division, and shall clearly indicate the location of service area docks and public parking areas.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)				
MM 4.4-6 All final grading, landscaping, and street improvement plans shall provide sight distance standards in accordance with City of Moreno Valley and California Department of Transportation (Caltrans) standards, as appropriate.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Department of Public Works (Transportation Engineering Division), City of Moreno Valley Land Development Division and Planning Division	Prior to the issuance of building permit(s)				
MM 4.4-7 he minimum number of vehicle and bicycle parking spaces specified by the City of Moreno Valley Municipal Code shall be provided.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)				
MM 4.4-8 A future transit stop will be provided by the Project on the southbound side of Perris Boulevard as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Department of Public Works (Transportation Engineering Division)	Prior to the issuance of the first (1st) occupancy permit				
<b>Biological Resources</b>							
MM 4.5-1 Within 30 days prior to grading, a qualified biologist shall conduct a survey of the undeveloped portions of the property and make a determination regarding the presence or absence of the	Project Applicant/ Developer/Project Biologist	City of Moreno Valley Planning Division	Prior to the issuance of grading permit(s)				

	Responsible	Verification of		Start	Start Finish Monitoring		toring
Mitigation Measure	Party	Compliance	Timing	Date	Date	Date	Monitor
burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the Planning Division prior to the issuance of a grading permit and subject to the following provisions:		· ·					
a) In the event that the pre-construction survey identifies no burrowing owls on the property, a grading permit may be issued without restriction.							
b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.							
c) In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall only be issued, either:							

Mitigation Measure	Responsible	Verification of	Timing	Start	Finish	Moni	toring
Whitgation Weasure	Party	Compliance	Timing	Date	Date	Date	Monitor
• upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the western burrowing owl by the CDFW.							
• a determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.							
4.5-2: If clearing activities are proposed between February 1 and August 31, then within 30 days prior to vegetation clearing activities a qualified biologist shall conduct nesting bird surveys. If any nesting bird species are identified, then a construction buffer distance of 300 feet for non-listed, non-raptor species or 500 feet for listed and raptor species shall be maintained until the Project biologist certifies that the nests are no longer occupied.	Project Applicant/ Developer/Project Biologist	City of Moreno Valley Planning Division	Prior to the issuance of clearing and grading permit(s)				

This page intentionally left blank.

# Final Environmental Impact Report SCH No. 2012121011

# FIRST INLAND LOGISTICS CENTER II

Moreno Valley, California EIR Case P12-064



#### **Lead Agency**

The City of Moreno Valley 14177 Frederick Street PO Box 88005 Moreno Valley, CA 92552

Date: November 26, 2013

**ATTACHMENT 3** 

# Final Environmental Impact Report SCH No. 2012121011

# First Inland Logistics Center II Moreno Valley, California

EIR Case P12-064

## **Lead Agency**

The City of Moreno Valley 14177 Frederick Street PO Box 88005 Moreno Valley, CA 92552

#### **CEQA Consultant**

T&B Planning, Inc. 17542 East 17th Street, Suite 100 Tustin, CA 92780

#### **Lead Agency Discretionary Permit**

Building Plot Plan (PA12-0023)

Date: November 26, 2013



<u>Sect</u>	<u>ion Na</u>	me and Number	<u>Page</u>
F.0	Fina	Environmental Impact Report	FEIR-1
	F.1	Introduction to the Final Environmental Impact Report	FEIR-1
	F.2	Responses to Comments	
		F.2.1 CEQA Requirements Regarding Comments and Responses	
		F.2.2 Revisions to the Proposed Project in Response to Public Comment. F.2.3 Corrections and Additions to the Draft EIR in Response to Public Comment.	s FEIR-3 ic
		Comments	
		F.2.4 Responses to Comments	
	F.3	No Recirculation of the Draft Environmental Impact Required	
	F.4	Responses to Comment	FEIR-7
S.0	Exec	cutive Summary	S-1
	S.1	Introduction	S-1
	S.2	Project Overview	
		S.2.1 Location and Regional Setting	
		S.2.2 Existing Physical Conditions	
		S.2.3 Project Objectives	
		S.2.4 Background	
		S.2.5 Project Description Summary	S-3
	S.3	EIR Process	S-4
	S.4	Areas of Controversy and Issues to be Resolved	S-4
	S.5	Alternatives to the Proposed Project	S-5
		S.5.1 Alternative 1 – No Project/Trailer Yard Alternative	
		S.5.2 Alternative 2 – No Project/Industrial Building Alternative	
		S.5.3 Alternative 3 – Reduced Project/Small Buildings Alternative	
		S.5.4 Alternative 4 – Reduced Project/North Building Alternative	
	S.6	Summary of Impacts, Project Requirements, Mitigation Measures, Conclusions	
		S.6.1 Effects Found Not to be Significant	
		S.6.2 Impacts of the Proposed Project	
1.0	Intro	duction	1-1
	1.1	Purposes of CEQA and this EIR	
	1.2	Summary of the Project Evaluated by this EIR	
	1.3	Project History	
	1.4	Legal Authority	
	1.5	Responsible and Trustee Agencies	
	1.6	EIR Scope, Format, and Content	
	0	1.6.1 EIR Scope	
		1.6.2 EIR Format and Content	
2.0	Envii	ronmental Setting	2-1
	2.1	Regional Setting and Location	

Section Name and Number		<u>Page</u>		
	2.2	Local S	Setting and Location	2-1
	2.3		Inding Land Uses and Development	
	2.4		ng Context	
		2.4.1	City of Moreno Valley General Plan	
		2.4.2	Moreno Valley Industrial Area Plan (Specific Plan 208)	
		2.4.3	Zoning	
	2.5	Existin	ng Physical Site Conditions	
		2.5.1	Land Use	2-5
		2.5.2	Air Quality and Climate	2-8
		2.5.3	Topography, Geology, and Soils	2-8
		2.5.4	Hydrology	2-8
		2.5.5	Biological Resources	
		2.5.6	Cultural Resources	2-10
		2.5.7	Transportation	2-10
		2.5.8	Noise	2-11
		2.5.9	Utilities and Service Systems	2-11
3.0	Proje	ect Desc	cription	3-1
	3.1	Project	t Location	3-1
	3.2		nent of Objectives	
	3.3	Propos	sed Plot Plan PA12-0023	3-2
		3.3.2	General Description of Plot Plan PA12-0023	3-3
		3.3.3	Architecture	
		3.3.4	Conceptual Landscape Plan	3-3
		3.3.5	Infrastructure Improvements	3-4
	3.4	Standa	rd Requirements and Conditions of Approval	
	3.5	Summa	ary of Requested Actions	3-7
4.0	Envii	onment	tal Analysis	4.0-1
		4.0.1	Summary of EIR Scope	4.0-1
		4.0.2	Scope of Cumulative Effects Analysis	
		4.0.3	Identification of Impacts	
	4.1	Air Qu	ıality	4.1-1
		4.1.1	Existing Conditions	
		4.1.2	Basis for Determining Significance	
		4.1.3	Impact Analysis	
		4.1.4	Cumulative Impact Analysis	
		4.1.5	Applicable Project Requirements	
		4.1.6	Significance of Impacts Before Mitigation	
		4.1.7	Mitigation Measures	
		4.1.8	Significance of Impacts After Mitigation	4.1-30
	4.2	Greenl	nouse Gas Emissions	4.2-1

<u>Sect</u>	<u>ion Na</u>	ne and Numbe	<u>r</u>	<u>Page</u>
		4.2.1 Existing	Conditions	4.2-1
			Determining Significance	
			nalysis	
			ive Impact Analysis	
			le Project Requirements	
			nce of Impacts Prior to Mitigation	
			on Measures	
	4.3	Noise		4.3-1
		4.3.1 Existing	Conditions	4.3-1
		4.3.2 Basis for	Determining Significance	4.3-7
			nalysis	
		4.3.4 Cumulat	ive Impact Analysis	4.3-12
		4.3.5 Applicab	le Project Requirements	4.3-14
		4.3.6 Significa	nce of Impacts Before Mitigation	4.3-15
			on Measures	
			nce of Impacts After Mitigation	
	4.4	Transportation/T	raffic	4.4-1
		4.4.1 Study Ar	ea Description	4.4-1
			Conditions	
		4.4.3 Basis for	Determining Significance	4.4-5
			nalysis	
			ive Impact Analysis	
		4.4.6 Significa	nce of Impacts Before Mitigation	4.4-22
		4.4.7 Mitigatio	on Measures	4.4-23
		4.4.8 Significa	nce of Impacts After Mitigation	4.4-25
	4.5		irces	
			Conditions	
			Determining Significance	
		4.5.3 Impact A	nalysis	4.5-7
			ive Impact Analysis	
			le Project Requirements	
			nce of Impacts Before Mitigation	
			on Measures	
		4.5.8 Significa	nce of Impacts After Mitigation	4.5-15
5.0	Man	datory CEQA To	pics	5-1
	5.1	Significant Envir	ronmental Effects Which Cannot Be Avoided if the Proposed	
			nented	5-1
	5.2		ersible Environmental Changes Which Would Be Caused by	
		•	ject Should It Be Implemented	5-2
	5.3	-	Impacts of the Proposed Project	
	5.4		ot to be Significant as Part of the Initial Study Process	



5.4.1 Aesthetics       5-6         5.4.2 Agricultural Resources       5-7         5.4.3 Cultural Resources       5-7         5.4.4 Geology/Soils       5-9         5.4.5 Hazards and Hazardous Materials       5-10         5.4.6 Hydrology/Water Quality       5-11         5.4.7 Land Use/Planning       5-13         5.4.8 Mineral Resources       5-13         5.4.9 Population and Housing       5-14         5.4.10 Public Services       5-14         5.4.11 Recreation       5-15         5.4.12 Utilities/Service Systems       5-15         6.0 Alternatives to the Proposed Project       6-1         6.1 Alternatives Under Consideration       6-2         6.2 Alternatives Considered and Rejected       6-3         6.3 Alternative 1 - No Project/Trailer Yard Alternative       6-6         6.3.1 Alternative 2 - No Project/Trailer Yard Alternative       6-6         6.3.2 Alternative 2 - No Project/Industrial Buildings Alternative       6-1         6.3.3 Alternative 3 - Reduced Project/North Building Alternative       6-18         6.3.4 Alternative 4 - Reduced Project/North Building Alternative       6-18         6.3.4 Alternative 4 - Reduced Project/North Building Alternative       6-18         6.3.4 Alternative 4 - Reduced Project/North Building Alternative       6-23 <th><u>Secti</u></th> <th>ion Nam</th> <th>e and</th> <th><u>Number</u></th> <th><u>Page</u></th>	<u>Secti</u>	ion Nam	e and	<u>Number</u>	<u>Page</u>
5.4.2 Agricultural Resources       5-7         5.4.3 Cultural Resources       5-7         5.4.4 Geology/Soils       5-6         5.4.5 Hazards and Hazardous Materials       5-10         5.4.6 Hydrology/Water Quality       5-11         5.4.7 Land Use/Planning       5-13         5.4.8 Mineral Resources       5-13         5.4.9 Population and Housing       5-14         5.4.10 Public Services       5-14         5.4.11 Recreation       5-15         5.4.12 Utilities/Service Systems       5-15         6.0 Alternatives to the Proposed Project       6-1         6.1 Alternatives Under Consideration       6-2         6.2 Alternatives Considered and Rejected       6-3         6.3 Alternatives Analysis       6-5         6.3.1 Alternative 1 - No Project/Trailer Yard Alternative       6-6         6.3.2 Alternative 2 - No Project/Industrial Building Alternative       6-11         6.3.3 Alternative 3 - Reduced Project/North Building Alternative       6-18         6.3.4 Alternative 4 - Reduced Project/North Building Alternative       6-23         7.0 References       7-1         7.1 EIR Preparers       7-1         7.2 Documents Incorporated by Reference       7-1         7.3 Documents and Websites Consulted       7-2			5 <i>(</i> 1		<b>5</b> /
5.4.3       Cultural Resources       5-7         5.4.4       Geology/Soils       5-9         5.4.5       Hazards and Hazardous Materials       5-10         5.4.6       Hydrology/Water Quality       5-11         5.4.7       Land Use/Planning       5-13         5.4.8       Mineral Resources       5-13         5.4.9       Population and Housing       5-14         5.4.10       Public Services       5-14         5.4.11       Recreation       5-15         5.4.12       Utilities/Service Systems       5-15         6.0       Alternatives to the Proposed Project       6-1         6.1       Alternatives Under Consideration       6-2         6.2       Alternatives Considered and Rejected       6-3         6.3       Alternatives Analysis       6-5         6.3.1       Alternative 1 – No Project/Trailer Yard Alternative       6-6         6.3.2       Alternative 2 – No Project/Industrial Building Alternative       6-11         6.3.3       Alternative 3 – Reduced Project/Small Buildings Alternative       6-18         6.3.4       Alternative 4 – Reduced Project/North Building Alternative       6-23         7.0       References       7-1         7.1       EIR Preparers </th <th></th> <th></th> <th></th> <th></th> <th></th>					
5.4.4 Geology/Soils       5-9         5.4.5 Hazards and Hazardous Materials       5-10         5.4.6 Hydrology/Water Quality       5-11         5.4.7 Land Use/Planning       5-13         5.4.8 Mineral Resources       5-13         5.4.9 Population and Housing       5-14         5.4.10 Public Services       5-14         5.4.11 Recreation       5-15         5.4.12 Utilities/Service Systems       5-15         6.0 Alternatives to the Proposed Project       6-1         6.1 Alternatives Under Consideration       6-2         6.2 Alternatives Considered and Rejected       6-3         6.3 Alternatives Analysis       6-5         6.3.1 Alternative 1 – No Project/Trailer Yard Alternative       6-6         6.3.2 Alternative 2 – No Project/Industrial Building Alternative       6-11         6.3.3 Alternative 3 – Reduced Project/Small Buildings Alternative       6-18         6.3.4 Alternative 4 – Reduced Project/North Building Alternative       6-23         7.0 References       7-1         7.1 EIR Preparers       7-1         7.2 Documents Incorporated by Reference       7-1         7.3 Documents and Websites Consulted       7-2         7.4 Persons Consulted/Written or Verbal Communication       7-8					
5.4.5       Hazards and Hazardous Materials       5-16         5.4.6       Hydrology/Water Quality       5-11         5.4.7       Land Use/Planning       5-13         5.4.8       Mineral Resources       5-13         5.4.9       Population and Housing       5-14         5.4.10       Public Services       5-14         5.4.11       Recreation       5-15         5.4.12       Utilities/Service Systems       5-15         6.0       Alternatives to the Proposed Project       6-1         6.1       Alternatives Under Consideration       6-2         6.2       Alternatives Considered and Rejected       6-3         6.3       Alternatives Analysis       6-5         6.3.1       Alternative 1 – No Project/Trailer Yard Alternative       6-6         6.3.2       Alternative 2 – No Project/Industrial Building Alternative       6-10         6.3.3       Alternative 3 – Reduced Project/Small Buildings Alternative       6-11         6.3.4       Alternative 4 – Reduced Project/North Building Alternative       6-23         7.0       References       7-1         7.1       EIR Preparers       7-1         7.2       Documents Incorporated by Reference       7-1         7.4       Pe					
5.4.6       Hydrology/Water Quality       5-11         5.4.7       Land Use/Planning       5-13         5.4.8       Mineral Resources       5-13         5.4.9       Population and Housing       5-14         5.4.10       Public Services       5-14         5.4.11       Recreation       5-15         5.4.12       Utilities/Service Systems       5-15         6.0       Alternatives to the Proposed Project       6-1         6.1       Alternatives Under Consideration       6-2         6.2       Alternatives Considered and Rejected       6-3         6.3       Alternatives Analysis       6-5         6.3.1       Alternative I - No Project/Trailer Yard Alternative       6-6         6.3.2       Alternative 2 - No Project/Industrial Building Alternative       6-10         6.3.3       Alternative 3 - Reduced Project/Small Buildings Alternative       6-18         6.3.4       Alternative 4 - Reduced Project/North Building Alternative       6-23         7.0       References       7-1         7.1       EIR Preparers       7-1         7.2       Documents Incorporated by Reference       7-1         7.3       Documents and Websites Consulted       7-2         7.4       Pers					
5.4.7 Land Use/Planning       5-13         5.4.8 Mineral Resources       5-13         5.4.9 Population and Housing       5-14         5.4.10 Public Services       5-14         5.4.11 Recreation       5-15         5.4.12 Utilities/Service Systems       5-15         6.0 Alternatives to the Proposed Project       6-1         6.1 Alternatives Under Consideration       6-2         6.2 Alternatives Considered and Rejected       6-3         6.3 Alternatives Analysis       6-5         6.3.1 Alternative 1 - No Project/Trailer Yard Alternative       6-6         6.3.2 Alternative 2 - No Project/Industrial Building Alternative       6-11         6.3.3 Alternative 3 - Reduced Project/Small Buildings Alternative       6-18         6.3.4 Alternative 4 - Reduced Project/North Building Alternative       6-23         7.0 References       7-1         7.1 EIR Preparers       7-1         7.2 Documents Incorporated by Reference       7-1         7.3 Documents and Websites Consulted       7-2         7.4 Persons Consulted/Written or Verbal Communication       7-8			5.4.5		
5.4.8 Mineral Resources					
5.4.9 Population and Housing       5-14         5.4.10 Public Services       5-14         5.4.11 Recreation       5-15         5.4.12 Utilities/Service Systems       5-15         6.0 Alternatives to the Proposed Project       6-1         6.1 Alternatives Under Consideration       6-2         6.2 Alternatives Considered and Rejected       6-3         6.3 Alternatives Analysis       6-5         6.3.1 Alternative 1 – No Project/Trailer Yard Alternative       6-6         6.3.2 Alternative 2 – No Project/Industrial Building Alternative       6-11         6.3.3 Alternative 3 – Reduced Project/Small Buildings Alternative       6-18         6.3.4 Alternative 4 – Reduced Project/North Building Alternative       6-23         7.0 References       7-1         7.1 EIR Preparers       7-1         7.2 Documents Incorporated by Reference       7-1         7.3 Documents and Websites Consulted       7-2         7.4 Persons Consulted/Written or Verbal Communication       7-8			5.4.7		
5.4.10 Public Services       5-14         5.4.11 Recreation       5-15         5.4.12 Utilities/Service Systems       5-15         6.0 Alternatives to the Proposed Project       6-1         6.1 Alternatives Under Consideration       6-2         6.2 Alternatives Considered and Rejected       6-3         6.3 Alternatives Analysis       6-5         6.3.1 Alternative 1 – No Project/Trailer Yard Alternative       6-6         6.3.2 Alternative 2 – No Project/Industrial Building Alternative       6-18         6.3.3 Alternative 3 – Reduced Project/Small Buildings Alternative       6-18         6.3.4 Alternative 4 – Reduced Project/North Building Alternative       6-23         7.0 References       7-1         7.1 EIR Preparers       7-1         7.2 Documents Incorporated by Reference       7-1         7.3 Documents and Websites Consulted       7-2         7.4 Persons Consulted/Written or Verbal Communication       7-8			5.4.8		
5.4.11 Recreation			5.4.9	Population and Housing	5-14
5.4.12 Utilities/Service Systems       5-15         6.0 Alternatives to the Proposed Project       6-1         6.1 Alternatives Under Consideration       6-2         6.2 Alternatives Considered and Rejected       6-3         6.3 Alternatives Analysis       6-5         6.3.1 Alternative 1 – No Project/Trailer Yard Alternative       6-6         6.3.2 Alternative 2 – No Project/Industrial Building Alternative       6-18         6.3.3 Alternative 3 – Reduced Project/Small Buildings Alternative       6-18         6.3.4 Alternative 4 – Reduced Project/North Building Alternative       6-23         7.0 References       7-1         7.1 EIR Preparers       7-1         7.2 Documents Incorporated by Reference       7-1         7.3 Documents and Websites Consulted       7-2         7.4 Persons Consulted/Written or Verbal Communication       7-8			5.4.10	Public Services	5-14
6.0 Alternatives to the Proposed Project 6.1 Alternatives Under Consideration 6.2 6.2 Alternatives Considered and Rejected 6.3 Alternatives Analysis 6.3 Alternative I – No Project/Trailer Yard Alternative 6.5 6.3.1 Alternative I – No Project/Industrial Building Alternative 6.1 6.3.2 Alternative 3 – Reduced Project/Small Buildings Alternative 6.18 6.3.4 Alternative 4 – Reduced Project/North Building Alternative 6.23  7.0 References 7.1 EIR Preparers 7.1 EIR Preparers 7.2 Documents Incorporated by Reference 7.1 7.3 Documents and Websites Consulted 7.2 7.4 Persons Consulted/Written or Verbal Communication 7.8			5.4.11	Recreation	5-15
6.1 Alternatives Under Consideration			5.4.12	Utilities/Service Systems	5-15
6.1 Alternatives Under Consideration	6.0	Altern	atives	to the Proposed Project	6-1
6.2 Alternatives Considered and Rejected 6-3 6.3 Alternatives Analysis 6-5 6.3.1 Alternative 1 – No Project/Trailer Yard Alternative 6-6 6.3.2 Alternative 2 – No Project/Industrial Building Alternative 6-11 6.3.3 Alternative 3 – Reduced Project/Small Buildings Alternative 6-18 6.3.4 Alternative 4 – Reduced Project/North Building Alternative 6-23 7.0 References 7-1 7.1 EIR Preparers 7-1 7.2 Documents Incorporated by Reference 7-1 7.3 Documents and Websites Consulted 7-2 7.4 Persons Consulted/Written or Verbal Communication 7-8					
6.3 Alternatives Analysis					
6.3.1 Alternative 1 – No Project/Trailer Yard Alternative				· · · · · · · · · · · · · · · · · · ·	
6.3.2 Alternative 2 – No Project/Industrial Building Alternative		0.0			
6.3.3 Alternative 3 – Reduced Project/Small Buildings Alternative				v	
6.3.4 Alternative 4 – Reduced Project/North Building Alternative6-237.0 References7-17.1 EIR Preparers7-17.2 Documents Incorporated by Reference7-17.3 Documents and Websites Consulted7-27.4 Persons Consulted/Written or Verbal Communication7-8				v	
7.1EIR Preparers7-17.2Documents Incorporated by Reference7-17.3Documents and Websites Consulted7-27.4Persons Consulted/Written or Verbal Communication7-8					
7.1EIR Preparers7-17.2Documents Incorporated by Reference7-17.3Documents and Websites Consulted7-27.4Persons Consulted/Written or Verbal Communication7-8	7.0	D (			7.4
<ul> <li>7.2 Documents Incorporated by Reference</li></ul>	7.0	Refere			
7.3 Documents and Websites Consulted		7.1	EIR Pr	eparers	7-1
7.4 Persons Consulted/Written or Verbal Communication		7.2	Docum	nents Incorporated by Reference	7-1
		7.3	Docum	nents and Websites Consulted	7-2
7.5 Documents Appended to this EIR		7.4	Person	s Consulted/Written or Verbal Communication	7-8
		7.5	Docum	nents Appended to this EIR	7-8

# **EIR Technical Appendices (bound separately)**

- A: Initial Study, Notice of Preparation, and Written Comments on the NOP
- B: Air Quality Impact Analysis
- C: Mobile Source Health Risk Assessment
- D: Greenhouse Gas Analysis
- E: Noise Report
- F: Traffic Report
- G: Biological Technical Report
- G1: Protocol Burrowing Owl Survey
- G2: Special Status Plant Species Survey Results
- H: Geotechnical Report
- I: Phase 1 Environmental Assessment



# LIST OF FIGURES

<u>Figure Number and Title</u>		
Figure 2-1	Surrounding Land Uses and Development	2-3
Figure 2-2	Existing General Plan Land Use Designations	
Figure 2-3	Moreno Valley Industrial Area Plan Map	
Figure 2-4	Aerial Photograph	
Figure 2-5	Topographic Map	
Figure 3-1	Regional Map	
Figure 3-2	Vicinity Map	
Figure 3-3	USGS Topographic Map	
Figure 3-4	Plot Plan PA12-0023	
Figure 3-5	Plot Plan PA12-0023 Detail	
Figure 3-6	Architectural Elevations	3-13
Figure 3-7	Conceptual Landscaping Plan	3-14
Figure 4.2-1	Summary of Projected Global Warming Impact (2070-2099)	4.2-6
Figure 4.3-1	Off-Site Noise Sensitive Receptors	
Figure 4.3-2	Typical Noise Levels and Their Subjective Loudness and Effects	4.3-29
Figure 4.3-3	Noise Measurement Locations	4.3-30
Figure 4.3-4	March Reserve Air Base Noise Contours	4.3-31
Figure 4.4-1	Project Study Area/ Intersection Locations	
Figure 4.4-2	Project (Passenger Car) Trip Distribution	
Figure 4.4-3	Project (Truck) Trip Distribution	
Figure 4.4-4	City of Moreno Valley General Plan Circulation Element	
Figure 4.4-5	City of Moreno Valley General Plan Roadway Cross-Sections	
Figure 4.4-6	Existing (2012) Average Daily Traffic (ADT)	
Figure 4.4-7	Existing (2012) AM Peak Hour Intersection Volumes	4.4-47
Figure 4.4-8	Existing (2012) PM Peak Hour Intersection Volumes	
Figure 4.4-9	Existing Number of Through Traffic Lanes and Intersection Controls	
Figure 4.4-10	Existing (2012) Baseline I-215 Freeway Mainline Volumes	
Figure 4.4-11	City of Moreno Valley Master Plan of Trails	4.4-51
Figure 4.4-12	City of Moreno Valley Bike Plan	4.4-52
Figure 4.4-13	City of Moreno Valley Truck Routes	4.4-53
Figure 4.4-14	City of Moreno Valley Level of Service (LOS) Standards	4.4-54
Figure 4.4-15	Cumulative Development Projects Location Map	4.4-55
Figure 4.4-16	Cumulative Development Average Daily Traffic (ADT)	4.4-56
Figure 4.4-17	Cumulative Development AM Peak Hour Intersection Volumes	4.4-57
Figure 4.4-18	Cumulative Development PM Peak Hour Intersection Volumes	
Figure 4.4-19	Project Only Average Daily Traffic (ADT)	
Figure 4.4-20	Project Only AM Peak Hour Intersection Volumes	
Figure 4.4-21	Project Only PM Peak Hour Intersection Volumes	

Figure Number	Figure Number and Title		
Figure 4.4-22	Existing Plus Project Average Daily Traffic (ADT)	4.4-62	
Figure 4.4-23	Existing Plus Project AM Peak Hour Intersection Volumes		
Figure 4.4-24	Existing Plus Project PM Peak Hour Intersection Volumes		
Figure 4.4-25	Opening Year (2017) Without Project Average Daily Traffic (ADT)		
Figure 4.4-26	Opening Year (2017) Without Project AM Peak Hour Intersection		
	Volumes	4.4-66	
Figure 4.4-27	Opening Year (2017) Without Project PM Peak Hour Intersection Volumes	4.4-67	
Eiguro 4 4 20	Opening Year (2017) With Project Average Daily Traffic (ADT)		
Figure 4.4-28		4.4-00	
Figure 4.4-29	Opening Year (2017) With Project AM Peak Hour Intersection	4.4-69	
Figure 4.4-30	Volumes	4.4-09	
Figure 4.4-30	VolumesVolumes	4.4-70	
Figure 4.4-31	Opening Year Cumulative (2017) Without Project Average Daily		
C	Traffic (ADT)	4.4-71	
Figure 4.4-32	Opening Year Cumulative (2017) Without Project AM Peak Hour		
C	Intersection Volumes	4.4-72	
Figure 4.4-33	Opening Year Cumulative (2017) Without Project PM Peak Hour		
_	Intersection Volumes	4.4-73	
Figure 4.4-34	Opening Year Cumulative (2017) With Project Average Daily Traffic		
_	(ADT)	4.4-74	
Figure 4.4-35	Opening Year Cumulative (2017) With Project AM Peak Hour		
	Intersection Volumes	4.4-75	
Figure 4.4-36	Opening Year Cumulative (2017) With Project PM Peak Hour		
	Intersection Volumes		
Figure 4.4-37	Existing Plus Project I-215 Freeway Mainline Volumes	4.4-77	
Figure 4.4-38	Opening Year (2017) Without Project I-215 Freeway Mainline		
	Volumes		
Figure 4.4-39	Opening Year (2017) With Project I-215 Freeway Mainline Volumes	4.4-79	
Figure 4.4-40	Opening Year Cumulative (2017) Without Project I-215 Freeway		
	Mainline Volumes	4.4-80	
Figure 4.4-41	Opening Year Cumulative (2017) With Project I-215 Freeway		
	Mainline Volumes	4.4-81	
Figure 6-1	No Project/Trailer Yard Alternative	6-7	
Figure 6-2	No Project/Industrial Building Alternative		
Figure 6-3	Reduced Project/Small Buildings Alternative		
Figure 6-4	Reduced Project/North Building Alternative		

<u>Table Number and Title</u>		
Table F-1	List of Persons, Organizations, and Public Agencies that Commented	
	on the Draft EIR	
Table F-2	Errata Table of Corrections and Additions	FEIR-3
Table S-1	Mitigation, Monitoring, and Reporting Program	S-8
Table 1-1	Summary of NOP Comments	1-6
Table 1-2	Location of CEQA-Required Topics	1-8
Table 3-1	Matrix of Project Approvals/Permits	3-2
Table 4.1-1	State and National Criteria Pollutant Standards, Effects, and Sources	4.1-6
Table 4.1-2	Attainment Status of Criteria Pollutants in the SCAB	4.1-7
Table 4.1-3	Project Area Air Quality Monitoring Summary (2008-2010)	4.1-8
Table 4.1-4	Regional and Localized Thresholds for Criteria Pollutants	4.1-12
Table 4.1-5	Construction Equipment Assumptions	4.1-13
Table 4.1-6	Passenger Car Percentage Breakdown	
Table 4.1-7	Heavy Duty Truck Percentage Breakdown	
Table 4.1-8	Emissions Summary of Construction Activities (Without Mitigation)	
Table 4.1-9	Summary of Peak Operational Emissions (Without Mitigation)	
Table 4.1-10	Localized Significance Summary for Construction Activities (Without Mitigation)	
Table 4.1-11	Localized Significance Summary for Operational Activities (Without Mitigation)	
Table 4.1-12	Cumulative Cancer Risk	
Table 4.1-13	Emissions Summary of Construction Activities (With Mitigation)	
Table 4.2-1	Global Warming Potentials and Atmospheric Lifetime of Select GHGs	422
Table 4.2.2		
Table 4.2-2 Table 4.2-3	Top GHG Producer Countries and the European Union	
	Scoping Plan GHG Reduction Measures Toward 2020 Target  Total Annual Project GHG Emissions	
Table 4.2-4 Table 4.2-5	$\boldsymbol{J}$	
	Recommended Actions for Climate Change Proposed Scoping Plan	4.2-22
Table 4.2-6	Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies	4.2-26
Table 4.3-1	Off –Site Road Parameters	4.3-17
Table 4.3-2	Hourly Traffic Flow Distribution	
Table 4.3-3	Long-Term (Ambient) Noise Level Measurements	
Table 4.3-4	Existing Without Project Conditions Noise Contours	
Table 4.3-5	Demolition Construction Noise Levels	
Table 4.3-6	Site Preparation Noise Levels	
Table 4.3-7	Grading Construction Noise Levels	
Table 4.3-8	Building Construction Noise Levels	
Table 4.3-9	Paving Construction Noise Levels	
1 abio 7.5-7	1 4 min Combitation 1 torse Levels	1.9-41

Table Number and Title		
Table 4.3-10	Architectural Coating Noise Levels	4.3-21
Table 4.3-11	Existing With Project Conditions Noise Contours	
Table 4.3-12	Year 2017 Without Project Conditions Noise Contours	
Table 4.3-13	Year 2017 With Project Conditions Noise Contours	
Table 4.3-14	Existing Off-Site Project Related Traffic Noise Impacts	
Table 4.3-15	Year 2017 Off-Site Project Related Traffic Noise Impacts	
Table 4.3-16	Reference Noise Level Measurements	
Table 4.3-17	Project Only Stationary Source Impact Noise Level Projections	
Table 4.4-1	Project Trip Generation Summary	4.4-26
Table 4.4-2	Roadway Segment Analysis Locations	
Table 4.4-3	Intersection Analysis Locations	
Table 4.4-4	Freeway Mainline Segments	4.4-27
Table 4.4-5	Freeway Merge/Diverge Ramp Junctions	
Table 4.4-6	Existing (2012) Conditions Roadway Volume/Capacity Analysis	
Table 4.4-7	Unsignalized Intersection LOS Thresholds	
Table 4.4-8	Intersection Analysis for Existing (2012) Conditions	
Table 4.4-9	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing	
	(2012) Baseline Conditions	4.4-29
Table 4.4-10	Existing (2012) Baseline Conditions Basic Freeway Segment	
	Analysis	4.4-30
Table 4.4-11	Moreno Valley Roadway Segment Capacity LOS Thresholds	4.4-30
Table 4.4-12	Perris Roadway Segment Capacity LOS Thresholds	
Table 4.4-13	Signalized Intersection LOS Thresholds	
Table 4.4-14	Freeway Mainline LOS Thresholds	
Table 4.4-15	Existing Plus Project Conditions Roadway Volume/Capacity Analysis	
Table 4.4-16	Intersection Analysis for Existing Plus Project Conditions	
Table 4.4-17	Opening Year (2017) Conditions Roadway Volume/Capacity	
	Analysis	
Table 4.4-18	Intersection Analysis for Opening Year (2017) Conditions	4.4-36
Table 4.4-19	Opening Year Cumulative (2017) Conditions Roadway	
	Volume/Capacity Analysis	4.4-37
Table 4.4-20	Intersection Analysis for Opening Year Cumulative (2017)	
	Conditions	4.4-38
Table 4.4-21	Existing Plus Project Conditions Basic Freeway Segment Analysis	4.4-38
Table 4.4-22	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing	
	Plus Project Conditions	
Table 4.4-23	Opening Year (2017) Conditions Basic Freeway Segment Analysis	4.4-39
Table 4.4-24	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening	
	Year (2017) Conditions	4.4-39
Table 4.4-25	Opening Year Cumulative (2017) Conditions Basic Freeway Segment	
	Analysis	4.4-40
Table 4.4-26	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening	
	Year Cumulative (2017) Conditions	4.4-40



<u>Table Number and Title</u>		
Table 4.4-27	Summary of Transportation Impact Fee Program Improvements for Opening Year Cumulative (2017) Conditions	4.4-40
Table 4.5-1	Summary of Vegetation Communities/Land Uses	4.5-2
Table 5-1	SCAG Growth Forecasts for the WRCOG Region	5-5
Table 6-1	Alternatives – Comparison of Environmental Effects	6-30



# **A**CRONYMS

•	B. 6. W.
<u>Acronym</u>	<u>Definition</u>
§	Section
1992 CO Plan	1992 Federal attainment Plan for Carbon Monoxide
2003 AQMP	SCAQMD's 2003 Air Quality Management Plan
AB	Assembly Bill
ADT	Average Daily Traffic
a.m.	Ante Meridiem (between the hours of midnight and noon)
AMSL	above mean sea level
APN	Assessor Parcel Number
APS	alternative planning strategy
AQMP	Air Quality Management Plan
ARB	Air Reserve Base
AST	above-ground storage tank
DMD	The state of the s
BMPs	best management practices
BP	Business Park/Light Industrial land use designation
С	Capacity -or- Commercial land use designation
$C_2F_6$	hexafluoroethane
$C_2H_6$	ethane
CA	California
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CA H <sub>2</sub> Net	California Hydrogen Highway Network
CalEEMod <sup>TM</sup>	California Emissions Estimator Model <sup>TM</sup>
CalEPA	California Environmental Protection Agency
CalGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CAT	Climate Action Team
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CETAP	Community & Environmental Transportation Acceptability Process
CFC	chlorofluorocarbon
$CF_4$	tetrafluoromethane
CII	

methane

combined heat and power

 $CH_4$ 

CHP



### <u>Acronym</u> <u>Definition</u>

CIWMB California Integrated Waste Management Board

CMP Congestion Management Plan

CNDDB California Natural Diversity Database
CNEL Community Noise Equivalent Level
CNPS California Native Plant Society

CO carbon monoxide
COG council of governments
COHb carboxyhemoglobin
CO2e carbon dioxide equivalent

CPUC California Public Utilities Commission

dB decibel

dBA A-weighted decibel
DIF Development Impact Fee
DPM Diesel Particulate Matter

E+A Existing Plus Ambient Growth Conditions

E+A+C Existing Plus Ambient Growth Plus Cumulative Conditions

E+A+C+P Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions

E+A+P Existing Plus Ambient Growth Plus Project Conditions

E+P Existing Plus Project Conditions

EAP II Energy Action Plan II

EIR Environmental Impact Report EMFAC Emission FACtor model

EMWD Eastern Municipal Water District

et seq. et sequentia, meaning "and the following"

EPA Environmental Protection Agency EPS emission performance standard

FAR floor area ratio

FEIR Final Environmental Impact Report FESA Federal Endangered Species Act FHWA Federal Highway Administration

GCC Global Climate Change

GHG greenhouse gas

GWP Global Warming Potential

H<sub>2</sub>O water vapor

HANS Habitat Evaluation and Acquisition Negotiation Strategy

HCM Highway Capacity Manual HCP Habitat Conservation Plan HETs high-efficiency toilets HFC hydrofluorocarbon

HPLV High Pressure Low Volume



## <u>Acronym</u> <u>Definition</u>

HVAC heating, ventilation, and air conditioning HVWAP Harvest Valley/Winchester Area Plan

I Industrial zoning designation

I-15 Interstate 15 I-215 Interstate 215

IA Implementing Agreement

ID Identification
IPA Inland Port Airport

IPCC Intergovernmental Panel on Climate Change

ITE Institute of Transportation Engineers ITS intelligent transportation systems

JPA Joint Powers Authority
JPR Joint Project Review

LCFS low carbon fuel standard

Leq equivalent level LOS Level of Service

LNAP Lakeview/Nuevo Area Plan
LSTs localized significance thresholds

MARB March Air Reserve Base

MEISC maximally exposed individual school child MEIR maximally exposed individual receptor MEIW maximally exposed individual worker

MMTCO<sub>2</sub>e million metric tons of carbon dioxide equivalent

MMTs million metric tons

MND Mitigated Negative Declaration MPO metropolitan planning organization

MSHCP Multiple Species Habitat Conservation Plan

MT metric ton

MUTCD Manual on Uniform Traffic Control Devices

MVAP Mead Valley Area Plan

MVIAP Moreno Valley Industrial Area Plan

MWD Metropolitan Water District

NAAQS National Ambient Air Quality Standards NEPSSA Narrow Endemic Plant Species Survey Area

 $\begin{array}{cc} \text{No.} & \text{number} \\ \text{N}_2 & \text{nitrogen} \\ \text{NO} & \text{nitric oxide} \end{array}$ 

 $\begin{array}{ll} NOP & Notice \ of \ Preparation \\ NO_2 & nitrogen \ dioxide \\ NO_X & nitrogen \ oxides \end{array}$ 



## Acronym Definition

N<sub>2</sub>O nitrous oxide

NPDES National Pollution Discharge Elimination System

 $egin{array}{lll} O_2 & oxygen \\ O_3 & ozone \\ Ord. & Ordinance \\ \end{array}$ 

P12-064 City of Moreno Valley EIR for the First Inland Logistics Center II

PA12-0023 proposed Building Plot Plan

Pb lead

PCBs polychlorinated biphenyls PCEs Passenger Car Equivalents

PFC perfluorocarbon

p.m. Post Meridiem (between the hours of noon and midnight)

PM<sub>2.5</sub> fine particulate matter (2.5 microns or smaller) PM<sub>10</sub> fine particulate matter (10 microns or smaller)

POLA Port of Los Angeles
POLB Port of Long Beach
ppb parts per billion
ppm parts per million

Project First Inland Logistics Center II Project

RBBD Road and Bridge Benefit District

RCALUC Riverside County Airport Land Use Commission RCCDR Riverside County Center for Demographic Research

RCIP Riverside County Integrated Project

RCTC Riverside County Transportation Commission

ROG Reactive Organic Gas
RTA Riverside Transit Agency
RTP Regional Transportation Plan

RTPA Regional Transportation Planning Agency RWQCB Regional Water Quality Control Board

s.f. square feet

SB Southbound -or- Senate Bill SCAB South Coast Air Basin

SCAG Southern California Association of Governments SCAQMD South Coast Air Quality Management District

SCG Southern California Geotechnical

SCH California State Clearinghouse (Office of Planning and Research)

SCS Sustainable Communities Strategy

SF<sub>6</sub> sulfur hexafluoride

SIP State Implementation Plan

SO<sub>2</sub> sulfur dioxide

SO<sub>4</sub> sulfates



<u>Acronym</u>	<u>Definition</u>
SO <sub>X</sub> SP SR-60 SR-91 SRA SRRE	sulfur oxides Specific Plan State Route 60 State Route 91 source receptor area Source Reduction and Recycling Element solar water heaters
SWH SWPPP	Stormwater Pollution Prevention Plan
TIA TRUs TUMF	Traffic Impact Analysis Transportation Refrigeration Units Transportation Uniform Mitigation Fee
UNFCCC USFWS U.S. UST	United Nations' Framework Convention on Climate Change United States Fish and Wildlife Service United States underground storage tank
VMT VOC	vehicle miles traveled volatile organic compounds
WQMP WRCOG	Water Quality Management Plan Western Riverside Council of Governments



## F.O FINAL ENVIRONMENTAL IMPACT REPORT

# F.1 Introduction to the Final Environmental Impact Report (FEIR)

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.).

According to CEQA Guidelines Section 15132, the Final EIR shall consist of:

- a. The draft EIR or a revision of the draft;
- b. Comments and recommendations received on the draft EIR either verbatim or in summary;
- c. A list of persons, organizations, and public agencies commenting on the draft EIR;
- d. The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- e. Any other information added by the Lead Agency.

In accordance with the above listed requirements, this FEIR for Plot Plan PA12-0023 and associated discretionary and administrative actions actions consists of the following:

- 1. Comment letters and responses to public comment; and
- 2. The circulated First Inland Logistics Center II EIR and Technical Appendices, SCH No. 2012121011 with additions shown as <u>underline</u> text and deletions shown as <u>stricken</u> text in Subsection F.2.3, below.

This FEIR document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency (City of Moreno Valley).

# F.2 RESPONSES TO COMMENTS

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Moreno Valley) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft EIR and to provide written responses to any substantive comments received. This Section F.0, "Final Environmental Impact Report," provides all comments received on the Draft, the City's response to each comment, and a summary of revisions made to the Draft EIR as part of the FEIR in response to the various comment letters.

A total of eight (8) comment letters were received, including letters that were received during the public comment period (which closed on July 29, 2013) and a letter that was received from the U.S. Fish & Wildlife Service on August 5, 2013, after the comment period closed. A copy of each comment letter and a response to each substantive environmental point raised in those letters is included in Subsection F.4. No comments submitted to the City of Moreno Valley on the Draft EIR have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines Section 15088.5.

On the following pages, each comment letter is assigned a letter reference and each substantive comment is numbered. Responses to the numbered comments follow the letters. A list of agencies, organizations, and persons that submitted comments on the Draft EIR during the public review period is presented in Table F-1, *List of Persons, Organizations, and Public Agencies that Commented on the Draft EIR*. The State Clearinghouse letter appears first, followed by letters from federal, state, regional, and local agencies, organizations, and persons.

Table F-1 List of Persons, Organizations, and Public Agencies that Commented on the Draft EIR

Comment Letter Reference	Commenting Person, Organization, or Public Agency	Date of Comment
A.	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	July 23, 2013
B.	Native American Heritage Commission	June 14, 2013
C.	Department of Transportation	July 15, 2013
D.	City of Riverside Planning Division	July 29, 2013
E.	Johnson & Sedlack	July 29, 2013
F.	Sierra Club, San Gorgonio Chapter	n.d. (received July 29, 2013)
G.	Thomas Thornsley	July 29, 2013
H.	U.S. Fish & Wildlife Service	August 5, 2013

### F.2.1 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204(a) outlines parameters for submitting comments, and notes that the focus of review and comment of Draft EIRs should be:

...on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or suggested by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

CEQA Guidelines Section 15204(c) further advises that, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204(d) also notes that, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204(e) states that, "This section shall not be used to restrict the ability of reviewers to comment on the



general adequacy of a document or of the lead agency to reject comments not focused as recommended by [CEQA Guidelines Section 15204]."

In accordance with CEQA Guidelines Section 15088(b), copies of the written responses will be provided to commenting public agencies at least ten (10) days prior to certifying the FEIR. The responses will be provided with electronic copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on Draft EIRs.

### F.2.2 REVISIONS TO THE PROPOSED PROJECT IN RESPONSE TO PUBLIC COMMENTS

Since the time that the Draft EIR was circulated for public review, no substantive revisions to Plot Plan PA12-0023 were made by the Project Applicant and no changes to the proposed Project were warranted in response to any public comments received on the Draft EIR by the City of Moreno Valley.

## F.2.3 CORRECTIONS AND ADDITIONS TO THE DRAFT EIR IN RESPONSE TO PUBLIC COMMENTS

Substantive changes made to the text, tables and/or exhibits of the Draft EIR in response to public comments on the Draft EIR are itemized in Table F-2, *Errata Table of Corrections and Additions*. Refer to the referenced sections and page numbers for additional detail, as not every revision is noted in the Errata Table. Additions are shown in Table F-2 as <u>underline</u> text and deletions shown as <u>stricken</u> text. No corrections or additions made to the Draft EIR are considered substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines Section 15088.5.

Table F-2 Errata Table of Corrections and Additions

Page(s)	Section	Corrections and Additions				
Page S-9	S.0, Executive Summary	The conclusion statement for Thresholds 2 and 3 in Table S-1, Mitigation Monitoring and Reporting Program, incorrectly indicated that near-term construction impacts would remain significant and unavoidable. This conclusion was not consistent with the conclusion reached in EIR Seciton 4.1, Air Quality, and has been revised as follows:				
		Near-Term Construction (VOC and NOx emissions): Less than Significant Impact.				
		<u>Long-Term (NOx):</u> Significant Unavoidable Direct and Cumulative Impact (VOC and NOx (Near Term) and NOx (Long Term))				
Figure 3-4	3.0, Project Description	In response to comments from Johnson & Sedlack (refer to Comment E-8.19) and in accordance with the California Building Standards Code, Plot Plan PA12-002, as depicted on EIR Figure 3-4, has been revised to indicate preferential passenger car parking spaces for electric vehicles (EVs), CNG vehicles, carpools, and vanpools				
S-9 and 4.1-27	S.0, Executive Summary, and 4.1, Air Quality	In response to comments received from Johnson & Sedlack (refer to Comment E-7.1), Mitigation Measure MM 4.1-1 has been revised as follows:				
		MM 4.1-1 Prior to grading permit issuance, the City shall verify that the following notes are specified on the grading plan to ensure implementation of SCAQMD Rule 403. It should be noted that the following list is non-exclusive, and identifies only key provisions of the SCAQMD Rule 403 requirements; regardless				



Page(s)	Section	1		Corrections and Additions		
rage(s)	Section	the Project shall be required to comply with all applicable provisions of SCAQMD Rule 403, whether listed below or not. Specifically, Project contractors shall be required to comply with these following notes and all other applicable SCAQMD Rule 403 requirements, and shall maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.				
			a) All clearing, grading, earth-moving, and excavate activities shall cease when winds exceed 25 miles			
		b) All unpaved roads an watered at least three weather. Watering, w disturbed areas, shall occupre ferably in the mid-m		hour. All unpaved roads and disturbed areas shall be watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.		
			c)	The contractor shall ensure that traffic speeds on unpaved roads and areas where soil is exposed are reduced to 15 miles per hour or less.		
			d)	Public streets shall be swept at the end of each workday using a street sweeper meeting SCAQMD Rule 1186.1 if visible soil is carried onto paved public roads.		
			e)	The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.		
S-11 and 4.1-28	S.0, Executive Summary, and 4.1, Air Quality	Comments E-7.1	received from Johnson & Sedlack (refer to Responses to E-7.38), Mitigation Measure MM 4.1-3 has been modified to maximum feasible extent, the Project's construction-			
		MM 4.1-3	4.1-3 Prior to grading permit and building permit issuance, the shall verify that the following notes are specified on all and building plans. Project contractors shall be required comply with these notes and permit periodic inspection construction site by City of Moreno Valley staff to compliance.			
			a)	Mass grading shall be limited to no more than 4.0 acres per day.		
			b)	During construction activity, diesel engines shall not idle in excess of five (5)three (3) minutes.		
			c)	All <u>construction-related</u> equipment that is greater than or equal to 100 horsepower shall be CARB Tier 3 Certified or better.		
			d)	Temporary traffic control for construction vehicles entering and exiting the site shall be implemented		



Page(s)	Section			Corrections and Additions			
rage(s)	Section			pursuant to the requirements of the California Manual on Uniform Traffic Control Devices.			
			e)	During construction activity, the operating time of all pieces of off-road diesel-powered equipment shall not exceed a combined total of 75 operating hours per day.			
			f)	Construction-related haul trips entering and existing the site shall occur during non-peak traffic hours.			
			g)	The construction contractor shall encourage construction site employees to rideshare by offering incentives or other inducements.			
			h)	High pressure injectors shall be used on all diesel powered construction equipment over 100 horsepower.			
			i)	All construction-related on-road diesel-powered haul trucks shall be 2007 or newer model year or 2010 engine compliant vehicles.			
			j)	On all construction-related equipment that has a particulate trap, the trap shall be Level 3 CARB certified.			
			k)	Electric-powered construction equipment and tools shall be used when technically feasible.			
			1)	Biodiesel fuel or other alternatives to diesel fuel shall be used to power construction equipment when technically feasible.			
			m)	Construction vehicles shall use the City's designated truck route.			
			n)	Construction parking shall be located and configured to minimize traffic interference on public streets.			
			o)	Import of earth materials and on-site grading activities shall not occur on the same day. No more than 66 loads of earth material (about 2,000 cubic yards) shall be brought to the site in any given day.			
S-13 and 4.1-29	S.0, Executive Summary, and 4.1, Air Quality	The Mitigation Monitoring and Reporting Program (MMRP) included in the Public Review Draft EIR erroneously omitted Mitigation Measure MM 4.1-7; the MMRP has been revised accordingly. In addition, the following revisions were made to Mitigation Measure MM 4.1-7 in response to comments received from Johnson & Sedlack (refer to Comment E-8.1):					
			4.1-7 Prior to the issuance of occupancy permits, the Project's prowner shall provide documentation to the Planning D verifying that provisions are included in the building's agreement that inform tenants about the availability alternatively fueled cargo handling equipment; 2) grant profor diesel fueled vehicle engine retrofit and/or replacement designated truck parking locations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations in the City of Moreno and 4) access to alternative fueling stations and 4) access to alternative fueling stations and 4) access to alternative fueling station and 4) access to alternative fueling station and 4) access to a fueling stat				



Page(s)	Section	Corrections and Additions				
		Valley that supply compressed natural gas (closest station is located on Indian Street, south of Nanina Avenue); and 5) the United States Environmental Protection Agency's SmartWay				
		<u>program</u> .				
S-13 and 4.1-30	S.0, Executive Summary, and 4.1, Air Quality	Mitigation measure MM 4.1-8 has been added to the EIR in response to comments provided by Johnson & Sedlack (refer to Comment E-8.7), as follows:				
	, , , ,	MM 4.1-8  In the event that the building design is modified to accommodate refrigeration, all loading docks shall be equipped with an electrical hookup to power refrigerated tractor trailers.				
S-17 and 4.3-16	S.0, Executive Summary, and 4.3, Noise	In response to comments received from Johnson & Sedlack (refer to Comment E-31), a new mitigation measure, Mitigation Measure MM 4.3-2 has been included as follows:				
		MM 4.3-2  As a condition of the Project's building permit, the perimeter wall planned along San Michelle Road and at the corner of San Michelle Road and Perris Boulevard shall be installed early in the construction process.				
S-17 through S-21 and 4.4-23 through 4.4-26	S.0, Executive Summary, and 4.4, Transportation/ Traffic	In response to comments received from Johnson & Sedlack (refer to Comment E-24), the Project Requirements (Project design features) previously identified as PR 4.4-1 through 4.4-7 have been converted to mitigation measures. Minor revisions also were made to the language included in these measures to specify a timing requirement (where appropriate) and to ensure the mitigation is enforced by the City during the Project's implementation.				
S-22 and 4.5-15	S.0, Executive Summary, and 4.5, Biological	In response to comments provided by the USFWS (refer to Comment H-3), the following Project Requirement has been added to the EIR as MM 4.5-2:				
	Resources	MM 4.5-2  If clearing activities are proposed between February 1 and August 31, then within 30 days prior to vegetation clearing activities a qualified biologist shall conduct nesting bird surveys. If any nesting bird species are identified, then a construction buffer distance of 300 feet for non-listed, non-raptor species or 500 feet for listed and raptor species shall be maintained until the Project biologist certifies that the nests are no longer occupied.				

## F.2.4 RESPONSES TO COMMENTS

Provided in this section are the comment letters received in response to the Draft EIR, along with a response to all comments on environmental issues. Comment letters and specific comments are given letters and numbers for reference purposes.

## F.3 NO RECIRCULATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT REQUIRED

CEQA Guidelines Section 15088.5 describes the conditions under which a Draft EIR that was circulated for public review is required to be re-circulated for additional public review and comment. CEQA Guidelines Section 15088.5 states that new information added to a Draft EIR is not significant unless the Draft EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

- a. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- b. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- c. A feasible project alternative or mitigation measure considerably different from the others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
- d. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

As summarized in Section F.2.2, Revisions to the Proposed Project in Response to Public Comments, and based on the comment letters and responses thereto presented in Section F.2.4, Responses to Comments, there were no public comments or changes to the text or analysis contained in the Draft EIR that resulted in the identification of any new significant environmental effect or a substantial increase in the severity of an environmental effects that were disclosed in the Draft EIR. Based on comments received on the Draft EIR, minor revisions to the Project's mitigation requirements were incorporated (as described above in Table F-2, Errata Table of Corrections and Additions), and all suggested mitigation measures that would clearly lessen the significant environmental impacts of the Project were incorporated into the Final EIR. Additionally, the Draft EIR was fundamentally and basically adequate, and all conclusions within the Draft EIR were supported by evidence provided within the Draft EIR or the administrative record for the proposed Project. Furthermore, public comment letters on the Draft EIR did not identify any alternatives to the proposed Project considerably different from those analyzed in the Draft EIR that would substantially lessen the significant environmental impacts of the proposed Project while still attaining the Project's basic objectives.

Based on the foregoing, additional recirculation of the Draft EIR is not warranted according to the guidance set forth in Section 15088.5 of the State CEQA Guidelines.

# F.4 RESPONSES TO COMMENT

Refer to the following pages.

# FIRST INLAND LOGISTICS CENTER II ENVIRONMENTAL IMPACT REPORT



#### STATE OF CALIFORNIA

## GOVERNOR'S OFFICE of PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT



July 23, 2013

Julia Descoteaux City of Moreno Valley PO Box 88005 Moreno Valley, CA 92552-0805

Subject: First Inland Logistics Center II SCH#: 2012121011

Dear Julia Descoteaux:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 22, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerel

Scott Morgan

Director, State Clearinghouse

Enclosures cc: Resources Agency RECE

JUL 7 8

CITY OF MOR Planning

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044 (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

### RESPONSES

**A-1** - The City of Moreno Valley acknowledges this letter indicating that the close of public review for the Draft EIR was July 23, 2013. The City will note the assigned State Clearinghouse Number of 2012120100 on all future correspondence with the Governor's Office of Planning and Research. The City further acknowledges that the Project has complied with the State Clearinghouse review requirements for draft environmental documents, and will contact the State Clearinghouse with any questions that may arise regarding the environmental review.

– A-1



### Document Details Report State Clearinghouse Data Base

SCH# Project Title Lead Agency	First Inland Logistics Center II						
Туре	EIR Draft EIR						
Description	The project comprises Plot Plan PA12-0023, which proposes to demolish and remove an existing truck trailer yard, grade an approximately 17.3-acre property, and construct and operate a 400,130 sf warehouse building.						
Lead Agend	cy Contact						
Name	Julia Descoteaux						
Agency	City of Moreno Valley						
Phone	951 413-3209 Fax						
email	DO D. COORD						
Address	PO Box 88005  Moreno Valley						
City	Moreno Valley State CA Zip 92552-0805						
Project Loc							
County	Riverside						
City	Moreno Valley						
Region	000 5010 411 N / 4470 40100 4011 W						
Lat / Long	33° 52' 6.4" N / 117° 13' 38.16" W San Michele Road/Perris Boulevard						
Cross Streets Parcel No.	316-200-001, 015, 019, 035 & 034	— A-2					
Township	3S Range 3W Section 31 Base SBB&M	\ \ Z					
Drovimity to	21						
Proximity to Highways	I-215						
Airports	March Air Reserve Base						
Railways	BNSF						
Waterways							
Schools	MVUSD, VVUSD						
Land Use							
	Plan 208 industrial.						
Project Issues	Air Quality; Biological Resources; Noise; Traffic/Circulation; Cumulative Effects; Other Issues						
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission						
Date Received	06/07/2013 Start of Review 06/07/2013 End of Review 07/22/2013						

### RESPONSES

**A-2** - The City of Moreno Valley acknowledges the State Clearinghouse Data Base Document Details Report.

# FIRST INLAND LOGISTICS CENTER II ENVIRONMENTAL IMPACT REPORT

### RESPONSES

**B-1** - The City of Moreno Valley acknowledges the Native American Heritage Commission's jurisdiction over affected Native American resources impacted by proposed projects.

B-2 - Impacts to cultural resources were determined to be less than significant as part of the Project's CEOA Initial Study process. As documented in EIR Section 5.4.3, a cultural resources inventory of the undeveloped portion of the proposed Project site was conducted by URS Corporation in 2012 that included a pedestrian survey and records search at the Eastern Information Center at the University of California, Riverside. The results of the records search determined that there are no known cultural resources within the Project site, nor have any resources been identified within a ½-mile radius of the Project site. No resources were identified during the pedestrian survey. In addition, a Mitigated Negative Declaration (MND; SCH No. 2008101041) and associated Addenda Nos. 1 and 2 were prepared to evaluate the development of an interim parking lot on the property, and concluded that the potential for uncovering resources was low. Additionally, no resources were uncovered during the site preparation activities associated with the construction of the parking lot in the southern portion of the site.

Although the surface and subsurface of the Project site do not contain any known or suspected cultural resources, Conditions of Approval are nonetheless imposed on the Project by the City that require review by a qualified archaeologist of any suspected archaeological resources that may be uncovered during ground-disturbing activities. In the event that suspected resources are uncovered, the City's Conditions of Approval for this Project require that the ground-disturbing activities be halted within the immediate vicinity of any suspected archaeological resources, and protective measures as recommended by a qualified archaeologist be implemented. With mandatory compliance with Conditions of Approval and as concluded in EIR Section 5.4.3, potential impacts to cultural resources would be reduced to a level below significance.

#### STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

#### NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard West Sacramento, CA 95691 (916) 373-3715 (916) 373-5471 – FAX a-mail: ds\_nahc@pacbell.net

RECEIVED

CITY OF MORENO VALLEY

June 14, 2013

Ms. Julia Descoteaux, Planner

### City of Moreno Valley

P.O. Box 88005 Moreno Valley, CA 92552

RE: SCH# 20012121011 CEQA Notice of Completion; draft Environmental Impact Report (DEIR)) for the First Inland Logistics Center II Project; located in the City of Moreno Valley; Riverside County, California.

Dear Ms. Descoteaux:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3<sup>rd</sup> 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15084(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine: If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR). This area is known to the NAHC to be very culturally sensitive.

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10. Contact has been made to the Native American Heritage Commission for:a Sacred Lands File Check. A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine

B-2

B-1

Due to the lack of known and suspected resources and the low potential for resource discovery on the portion of the property developed as a parking lot, the City determined that additional archaeological inventory surveys were not required for the parking lot property. In preparing the January 2012 cultural resources report for the northern, undeveloped portion of the Project site, URS Corporation contacted the Native American Heritage Commission and sent letters to the 15 Native American contacts provided by the NAHC requesting interest or concerns involving the Project area. The written communication is documented in the City's administrative record for the proposed Project as Section Four of the January 2012 URS Corporation report. That report is attached as Appendix J to the Final EIR. No archaeological resources were identified on the Project site by URS Corporation and thus, no resources are documented in the January 2012 report. As such, the City did not disclose and had no potential to disclose any confidential information to the public regarding site locations, Native American human remains, or any associated funerary objects.

**B-3** - Due to the partially developed nature of the Project site, absence of archaeological resources on the surface of the site, and low potential for the discovery of archaeological resources during the Project's construction activities based on evidence presented in the 2012 URS Corporation report and prior MND and MND Addenda addressing the Project site (SCH No. 2008101041), the City of Moreno Valley finds that the proposed Project does not require monitoring during ground-disturbing activities by an archaeological or Native American monitor. However, and as noted above in Response B-2, the City has imposed Conditions of Approval on the Project to address the potential discovery of cultural resources during the Project's construction. The Conditions of Approval require that a qualified archaeologist be consulted in the event that suspected historical resources, archaeological resources, paleontological resources, or human remains are uncovered during ground disturbing activities, and further requires the incorporation of measures that would ensure the appropriate treatment of any such resources, if discovered. The Conditions of Approval imposed

if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans. Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Program Analyst (916) 653-6251

CC: State Clearinghouse

ttachment: Native American Contacts list

B-2

-B-3



### **Native American Contacts Riverside County**

June 14, 2013

Pechanga Band of Mission Indians Paul Macarro, Cultural Resources Manager P.O. Box 1477 Luiseno Temecula , CA 92593

(951) 770-8100

pmacarro@pechanga-nsn.

(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians Joseph Hamilton, Chairman

Cahuilla

Cahuilla

P.O. Box 391670

Anza , CA 92539

admin@ramonatribe.com (951) 763-4105

(951) 763-4325 Fax

San Manuel Band of Mission Indians Carla Rodriguez, Chairwoman 26569 Community Center Drive Serrano

Highland , CA 92346

(909) 864-8933 (909) 864-3724 - FAX (909) 864-3370 Fax

> Santa Rosa Band of Mission Indians John Marcus, Chairman

P.O. Box 391820

, CA 92539 Anza

(951) 659-2700 (951) 659-2228 Fax San Manuel Band of Mission Indians Daniel McCarthy, M.S.., Director-CRM Dept. 26569 Community Center. Drive Serrano Highland , CA 92346 (909) 864-8933, Ext 3248 dmccarthy@sanmanuel-nsn.

Morongo Band of Mission Indians Robert Martin, Chairperson 12700 Pumarra Rroad Cahuilla Banning , CA 92220 Serrano (951) 849-8807

(951) 755-5200 (951) 922-8146 Fax

(909) 862-5152 Fax

Serrano Nation of Mission Indians Goldie Walker, Chairwoman P.O. Box 343 Serrano

Patton , CA 92369

(909) 528-9027 or (909) 528-9032

Cahuilla Band of Indians Luther Salgado, Chairperson PO Box 391760

Cahuilla

, CA 92539 Anza tribalcouncil@cahuilla.net

915-763-5549

### RESPONSES

on the Project are consistent with and implement the provisions of CEQA Guidelines §§ 15064.5(e) and 15064.5(f).

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012121011; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the First Inland Logistics Center II Project; located in the City of Moreno Valley; Riverside County, California.



Native American Contacts Riverside County June 14, 2013

Pechanga Cultural Resources Department Anna Hoover, Cultural Analyst P.O. Box 2183 Luiseño Temecula , CA 92593 ahoover@pechanga-nsn.gov 951-770-8104 (951) 694-0446 - FAX

Ernest H. Siva Morongo Band of Mission Indians Tribal Elder 9570 Mias Canyon Road Serrano Banning , CA 92220 Cahuilla siva@dishmail.net (951) 849-4676

SOBOBA BAND OF LUISENO INDIANS
Joseph Ontiveros, Cultural Resource Department
3.0. BOX 487 Luiseno
San Jacinto , CA 92581
Ontiveros@soboba-nsn.gov
(951) 663-5279
(951) 654-5544, ext 4137

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory reaponsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012121011; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the First Inland Logistics Center II Project; located in the City of Moreno Valley; Riverside County, California.



EDMUND G. HROWN Jr. Governor STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENC DEPARTMENT OF TRANSPORTATION DISTRICT 8 PLANNING 464 WEST 4th STREET, 6th Floor MS 725 SAN BERNARDINO, CA 92401-1400 Flex your power! PHONE (909) 383-4557 Re energy efficient FAX (909) 383-5936 TTY (909) 383-6300

RECEIVED

CITY OF MORENO VALLEY

Planning Division

C-1

C-3

July 15, 2013

Julia Descoteaux Associate Planner City of Moreno Valley Community Development Department 14177 Frederick Street Moreno Valley, CA 92552

Notice of Completion & Environmental Document Transmittal SCH#20121210011 Traffic Reports Appendances TAF and TAF1. (SR-215 PM R31.70)

Mrs. Descoteaux,

We have completed our review for the above mentioned project located in the southern portion of the City of Moreno Valley. West of Perris Boulevard, south of and adjacent to San Michele Road, approximately 1,150 feet east of Knox Street, and north of and adjacent to Nandina Avenue.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Moreno Valley due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We recommend the following to be provided:

#### Traffic Study

- Exhibit 5-2 and 5-3: Existing Plus Project AM (PM) Peak Hour Intersection Volumes 9pages 73 and 74) - At the Harley Knox Blyd On-Ramp 1-215 NB, the AM peak hour volume is 521 vph and the PM peak hour volume is 481 vph whereas Exhibit 5-4 on page 80 show 372 vph and 446 vph, respectively. Please verify.
- Exhibit 5-2 and 5-3: Existing Plus Project AM (PM) Peak Hour Intersection Volumes 9pages 73 and 74) - At the I-215 NB Off-Ramp to Harley Knox Blvd, the AM peak hour volume is 179 vph and the PM peak hour volume is 155 vph whereas Exhibit 5-4 on page 80 show 146 vph and 103 vph, respectively. Please verify.

C-1 - The City acknowledges Caltrans' responsibilities as the owner and operator of the State Highway System (SHS), its role as a Responsible Agency in the CEQA process, and its obligation to assist local jurisdictions in evaluating impacts to State facilities to ensure compliance with the policies and regulations that govern the SHS. Please refer to Responses C-2 through C-9, below.

C-2 - The volumes shown on all of the turning movement volume exhibits, such as Exhibits 5-2 and 5-3, are in passenger car equivalents (PCE) and are applied to the intersection peak hour operations analysis and roadways segment analysis. PCE volumes are used in these analyses to consider the effects of heavy vehicles, such as large trucks on the roadway network.

The volumes shown on all I-215 Freeway at Harley Knox Boulevard exhibits, such as Exhibit 5-4, are in actual vehicles (not PCEs), which are used in the Basic Freeway Segment and Ramp Junction (Merge/Diverge) analyses. Actual vehicles are appropriate to use for the freeway mainline analyses because the percentage of heavy vehicles is an input parameter in the analysis tool utilized for Basic Freeway Segment and Ramp Junction (Merge/Diverge) analyses (HCS+). Because the heavy vehicles are entered as a percentage of total traffic, actual vehicles have been utilized as opposed to PCE volumes so that potential impacts due to heavy vehicles are not overstated. The use of the heavy vehicle percentage input parameter in conjunction with PCE volumes would essentially result in a double counting of heavy truck trips.

As such, the volumes shown on Exhibits 5-2 and 5-3 do not match the volumes shown on Exhibit 5-4 because the volumes shown on Exhibits 5-2 and 5-3 are in PCE while the volumes shown on Exhibit 5-4 are actual total vehicles.

C-3 - Please refer to Response C-2, above; no further response is necessary.

\*Cultums improves mobility across California

Mrs. Descoteaux July 15, 2013 Page 2 RECEIVEC

-C-4

-C-5

-C-7

- Exhibit 6-5 and 6-6: Opening year (2017) with Project AM(PM) Peak Hour Intersection Volumes (pages 87 and 88) – At the Harley Knox Blvd On-Ramp to I-215 NB, the AM peak hour volumes is 537 vph and the PM peak hour volume is 614 vph whereas Exhibit 6-8 on page 93 show 409 vph and 489 vph, respectively, Please verify.
- Exhibit 6-5 and 6-6: Opening year (2017) with Project AM(PM) Peak Hour Intersection Volumes (pages 87 and 88) – At the I-215 NB Off-Ramp to Harley Knox Blvd, the AM peak hour volume is 198 vph and the PM peak hour volume is 190 vph whereas Exhibit 6-8 on page 93 show 161 vph and 114 vph, respectively. Please verify.
- Appendix 6.8: Opening Year (2017) with Project Conditions Freeway Ramp Junction Analysis Worksheets – At the I-215 SB Off-Ramp to Harley Knox Blvd (page 6.8-1), the AM peak hour volume is 234 vph whereas Exhibit 6-5 on page 87 shows 495 vph. The PM peak hour volume is 105 vph whereas Exhibit 6-6 shows 743 vph. Please verify.
- Exhibit 7-5 and 7-6: Opening Year Cumulative (2017) with Project AM(PM) Peak Hour Intersection Volumes (pages 103 and 104) – At the Harley Knox Blvd On-Ramp to 1-215 NB, the AM peak hour volume is 864 vph and the PM peak hour volume is 1439 vph whereas Exhibit 7-8 on page 110 show 700 vph and 1314 vph, respectively. Please verify.
- Please check the turning movement, the on-ramp, the off-ramp volumes for all scenarios and revise the calculations, Exhibits, Appendix, and Tables, where needed.
- Table 9-1 Summary of Transportation Impact Fee Program Improvements for Opening Year Cumulative (2017) Conditions shows recommended improvements at the I-215 and Harley Knox Blvd on and off ramps. It is stated that the project applicant will be subject to the TUMF fee program and the City of Moreno Valley Development Impact Fee Program and will pay the requisite fees. Riverside County and the City of Moreno Valley must ensure that these improvements are constructed prior to the time at which the indentified facility is expected to deteriorate to an acceptable level of service. Need to verify what these projects are and their schedule.

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 383-6908 or myself at (909) 383-4557 for assistance.

Sincerely.

DANIEL KOPULSKY

Office Chief

Community and Regional Planning

- **C-4** Please refer to Response C-2, above; no further response is necessary.
- **C-5** Please refer to Response C-2, above; no further response is necessary.
- C-6 The volumes utilized for the Basic Freeway Segment and Ramp Junction (Merge/Diverge) Analyses are consistent with the actual volumes shown on Exhibit 6-8, not the PCE volumes shown on Exhibits 6-5 and 6-6. As noted previously (refer to Response C-2), the turning volume exhibits (Exhibits 6-5 and 6-6) are in PCE while the freeway mainline volumes shown on Exhibit 6-8 are actual vehicles. For the Basic Freeway Segment and Ramp Junction (Merge/Diverge) analyses, heavy vehicles are accounted for as a percentage of total traffic as an input parameter in the analysis software (HCS+).
- **C-7** Please refer to Response C-2, above; no further response is necessary.
- **C-8** Freeway mainline volumes shown on the exhibits throughout the report have been verified by Urban Crossroads, Inc. for each analysis scenario against the volumes utilized in the analysis. Urban Crossroads verified that all volumes are consistent. No revisions to the report exhibits, tables, calculations or technical appendices are necessary.
- **C-9** As noted in Table 9-1 of the Project's traffic study contained in EIR Technical Appendix F, the required improvements at the I-215/Harley Knox Boulevard on- and off-ramps are fully accounted for by the TUMF Nexus fee program. Based on information obtained from the WRCOG, the I-215/Harley Knox Interchange is included in TUMF for improvement with a \$10.9 million construction budget, and the WRCOG believes that this budget amount is sufficient to fully improve the ramps and approaches (WRCOG, 2013). TUMF funds are collected for improvements

# -355-

### RESPONSES

necessitated by growth with a 2035 time horizon and improvements are expected to be in place in the intervening years. However, no schedule is prescribed by the TUMF program. At the present time, there is no current planning effort underway by either the City of Perris or Caltrans to improve the interchange; however, the City of Perris expects planning to get underway in the next five years (Perris, 2013). The Western Riverside Council of Government's (WRCOG's) TUMF program was established to provide funding for infrastructure improvements warranted by development projects in the region that contribute vehicular traffic to the circulation network. As stated in the TUMF Nexus Study (2012, page 10), "the idea behind a uniform mitigation fee is to have new development throughout the region contribute equally to paying the cost of improving the transportation facilities that serve longer distance trips between communities. Thus, the fee should be used to improve transportation facilities that serve trips between communities within the region (primarily arterial roadways) as well as the infrastructure for public transportation." The TUMF Nexus Study (2012), which is herein incorporated by reference and available online at http://www.wrcog.cog.ca.us/tumf/nexus/tumf.pdf, establishes a nexus or reasonable relationship between the TUMF fee's use and the type of project for which the fee is required. Using the 2013/14 fee schedules, the proposed Project would be obligated to pay \$429,094.00 in TUMF fees. An annual inflation adjustment is considered by WRCOG each year in January.

CEQA allows for the assessment of a fee as an appropriate form of mitigation when it is linked to a specific mitigation program. In this case, the TUMF is an established mitigation program and WRCOG's member agencies have successfully implemented many transportation improvements under the TUMF program. Based on the requirements of TUMF, the obligation of WRCOG to collect TUMF fees, and the obligations of the City of Perris and/or Caltrans to plan for and implement TUMF-funded improvements at the on- and off-ramps at I-215/Harley Knox Boulevard, there is assurance that the Project's TUMF payment is adequate mitigation for the Project's contribution of traffic to the

# -356

### RESPONSES

cumulative impact forecasted to occur at that interchange in the future. A fair share monetary contribution to a mitigation fund is adequate mitigation if the funds are part of a reasonable plan that the relevant agency (in this case City of Perris and/or Caltrans) is committed to implementing. As previously noted, although planning for the interchange improvement has not yet begun, the City of Perris expects to begin such work in the next five years. The City of Perris' commitment to roadway improvements is also evidenced by their creation of the North Perris Road and Bridge Benefit District (NPRBBD) in 2007, which includes Harley Knox Boulevard. The NPRBBD is a consolidation of TUMF, DIF and other facilities within a specific boundary. The program enables the City of Perris to retain a predetermined portion of the TUMF generated within the NPRBBD boundaries to improve facilities within the boundaries rather than forward the full TUMF to WRCOG for future distribution. The Harley Knox Boulevard/I-215 interchange is included in the NPRBBD program boundaries.

Although the EIR and EIR Appendix F acknowledge that the Project would result in cumulatively significant impacts at the I-215/Harley Knox Boulevard on- and off-ramps under Opening Year Cumulative (2017) conditions, the identified LOS deficiency occurs as a result of cumulative development and is not directly caused by the Project's traffic alone (as demonstrated in Table 6-1 of the Project's Traffic Study). As such, it is inappropriate to tie the improvement's timing to the proposed Project. As noted in Table 4-3 of EIR Appendix F, the Opening Year Cumulative (2017) analysis considers the implementation of 52 other cumulative development projects in the vicinity of the Project site. Each of these cumulative developments would also be required to contribute TUMF fees to address improvements needed to regional facilities, such as the I-215/Harley Knox ramps. If enough cumulative development occurs in addition to development of the Project to cause the LOS deficiency, and assuming that all of the implemented projects pay their mandatory TUMF fee, then WRCOG would be responsible for allocating funding for the requisite improvements to the I-215/Harley Knox Boulevard on- and off-

ramps. The timing of improvements needed to the I-215/Harley Knox Boulevard on- and off-ramps will be determined by WRCOG and the City of Perris in part by the pace at which cumulative development projects are implemented and NPRBBD and TUMF funds are collected. WRCOG conducts on-going monitoring of the regional circulation system and plans for the distribution of TUMF funds as deficiencies in the regional and local transportation network are identified or anticipated. Congested areas are generally considered higher priorities than uncongested areas. In conclusion, the Project's payment of TUMF fees is adequate mitigation for its cumulative contribution of traffic to the Harley Knox Boulevard/I-215 interchange and there is reasonable assurance that WRCOG, the City of Perris and Caltrans will implement the improvement as called for by the TUMF and NPRBBD programs.

**C-10** - The City will direct any questions regarding this letter to Talvin Dennis or Daniel Kopulsky at the contact information provided.

-357





RECEIVED

JUL 3 0 2013

CITY OF MORENO VALLEY

Planning Division

City of Arts & Innovation

July 29, 2013

Julia Descoteax, Associate Planner City of Moreno Valley Community & Economic Development Department 14177 Fredrick Street Moreno Valley, CA 92553

SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR FIRST INLAND LOGISTICS CENTER II

Dear Ms. Descoteaux:

Thank you for the opportunity to review and comment on the Notice of Availability of a Draft Environmental Impact Report (DEIR) for First Inland Logistics Center II. The project is situated in the City of Moreno Valley to the southeast of the City of Riverside, west of March Air Reserve Base and north and northeast of the City of Perris. It is bounded by Perris Boulevard, Nandina Avenue and San Michele Road. The proposal involves demolition of an existing 8.4 acre truck-trailer storage yard in order to construct a 400,130 square feet warehouse building having 59 loading bays and 6,000 square feet of office area.

In a January 14, 2013 letter to you, the City of Riverside commented on a Notice of Preparation of a Draft Environmental Impact Report for this project. As mentioned in our comment letter then, the project is located close to the Interstate Highway 215 corridor and therefore has a potential to generate significant traffic impacts to the City of Riverside. In light of those possible impacts, I would like to reiterate below the City's concerns as stated in our comment letter for your further consideration:

First, an earlier Draft Environmental Impact Report (DEIR) prepared for the Prologis Eucalyptus Industrial Park in 2012 concluded that segments of State Route 60 currently operate at an unacceptable Level of Service (LOS). Construction of the subject First Inland Logistics Center II will only worsen the existing unacceptable Level of Service along those segments of the Highway. Traffic will spill over onto other roadways including those located within the City of Riverside. The Environmental Impact Report should include a detailed analysis and mitigation measures that address the spill over impacts along roadways situated within the City of Riverside.

3900 Main Street • Riverside, CA 92522 • tel 951.826.5371 • fax 951.826,5981 • www.riversideca.gov

### RESPONSES

- **D-1** The description of the proposed Project and its location as provided by this comment are accurate; no response is necessary.
- **D-2** The City is in receipt of the January 14, 2013 comment letter, a copy of which is included in Technical Appendix A to the EIR and was considered during preparation of the EIR. Please refer to Responses D-3 through D-4.g for responses to the individual comments expressed in this letter.
- **D-3** The study area used in the Project's traffic impact analysis was defined in conformance with the requirements of the City's Traffic Impact Analysis Preparation Guide (August 2007) and Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002). In accordance with Caltrans' traffic study guidelines, the freeway mainline analysis locations include those freeway segments where the Project is anticipated to contribute 100 or more two-way peak hour trips (see Section 1.3.3 of Technical Appendix F). Where the Project generates less than 100 peak hour trips, no impact to state facilities occurs. Based on the analysis contained in Technical Appendix F, it was determined that the Project would contribute 100 or more two-way peak hour trips to four freeway segments (I-215 northbound and southbound segments located northerly and southerly of Harley Knox Boulevard). The Project will not generate 100 or more two-way peak hour trips to any segment of State Route 60 (SR-60). Accordingly, and in conformance with Caltrans' traffic study guidelines, the Project would result in a less-than-significant impact to SR-60, and would therefore not result in significant secondary impacts to City of Riverside roadways as a result of traffic congestion on SR-60.

EIR Section 4.4.1, "Study Area Description," states "[b]ased on a comparison of the trip generation information provided in Table 4.4-1, *Project Trip Generation Summary*, with the trip distribution patterns depicted on Figure 4.4-2, *Project (Passenger Car) Trip Distribution*, and Figure 4.4-3, *Project (Truck) Trip Distribution*, the proposed Project

-D-1

D-2

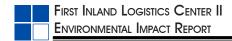
D-3

# Responses

would not contribute more than 50 peak hour trips to any road segments or intersections located within the City of Riverside or unincorporated Riverside County; thus, intersections and roadway segments in those jurisdictions do not warrant analysis."

Additional consideration has been given to the likelihood of potential Project impacts resulting from the potential "spill over" onto City of Riverside arterial roadways during congested peak hour conditions on I-215. Based on the trip distribution and trip generation assumptions presented in the Project's traffic report, the Project is anticipated to contribute a total of 51 peak hour (Passenger Car Equivalent or PCE) trips to I-215 north of Harley Knox Boulevard during either the AM or PM peak hour. As such, 100% of Project traffic oriented to and from the I-215 north of Harley Knox Boulevard would need to "spill over" onto the same arterial roadway within the City of Riverside to meet the City of Riverside's stated traffic impact threshold of 50 or more peak hour trips. The probability of 100% of the Project's I-215 traffic oriented north of Harley Knox Boulevard choosing to use the exact same alternative route to the I-215 Freeway at the exact same time during typical peak hour conditions is extremely low and highly speculative. The commenter does not provide any substantial evidence to include that a 100% spill over scenario has any likelihood to occur.

-359



Responses

Second, the City of Riverside continues to ask that the technical traffic studies prepared as attachments to the EIR include the following studies:

- a. Evaluation and mitigation of impacts to City of Riverside streets and roadways based on the fact that the Mid-County Parkway project will no longer be built west of the I-215 Freeway and the fact that the proposed corridor improvements along Cajalco Road will not be completed prior to construction of the proposed project;
- Evaluation and mitigation of the impacts to the regional transportation system from the truck transport of goods originating from other locations to the project site and from the project site to other locations, including impacts to arterials within the City of Riverside;
- Evaluation and mitigation of the impacts to the regional transportation system from the truck transport of goods originating from the project site to other locations, including impacts to arterials within the City of Riverside;
- d. Identification of appropriate mitigation measures to reduce any impact to the City of Riverside and maintain the current level of service (LOS) of all roadways and intersections within the City of Riverside;
- e. Evaluation and mitigation of the cumulative impacts of the project based on proposed and recently completed projects within the vicinity of the project site, including those within Cities of Riverside, Perris, Moreno Valley, the March Joint Powers Authority, and the County of Riverside;
- f. Assessments of traffic impacts generated by passenger vehicles and delivery trucks (those that would normally travel west along State Route 60 toward the Interstate 215/State Route 91 interchange) that will find the "path of least resistance" when the freeways are congested and take routes on City of Riverside arterials such as Van Buren Boulevard and Alessandro Boulevard to access State Route 91 and
- g. Identify specific mitigation or fair share contribution toward mitigation (beyond TUMF) that may be needed to address any impacts to the City of Riverside.

City of Riverside staff appreciates your consideration and cooperation on this project and looks forward to future updates. Should you have any questions regarding this letter, please feel free to contact Herman Mukasa, AlCP, Associate Planner, at (951) 826-5628 or by e-mail at <a href="mailto:https://doi.org/10.1007/journal.com/html/project/appreciates/burners/deca.gov">https://doi.org/10.1007/journal.com/html/project/appreciates/burners/deca.gov</a>.

-D-5

-D-4

Sincerely,

Steve Hayes, AJCP City Planner **D-4a** - As noted above in Response D-3, the study area used in the Project's traffic study was defined based on the City's *Traffic Impact* Analysis Preparation Guide (August 2007), which states that the area to be studied "...shall include any intersection of 'Collector' or higher classification street, with 'Collector' or higher classification streets, at which the proposed project will add 50 or more peak hour trips" (City of Moreno Valley Traffic Impact Analysis Preparation Guide, 2007, p. 4). The "50 peak hour trip" criteria utilized by the City of Moreno Valley is consistent with the methodology employed by other jurisdictions throughout Riverside County, and generally represents a threshold of trips at which a typical intersection would have the potential to be impacted. In fact, the 50 peak hour trip criteria also is relied upon by the City of Riverside's Traffic Impact Analysis Preparation Guide (August 2012), which indicates that "...the area to be studied shall generally include any intersection of 'Collector' or higher classification streets on which the proposed project will add 50 or more peak hour trips up to a 5 mile radius of the project location" (City of Riverside, 2012, p. 3).

The study area identified by the Project's traffic impact analysis is depicted on Exhibit 1-2 of Technical Appendix F. The study area accounts for all intersections that would be potentially impacted by receiving 50 or more peak hour trips from the proposed Project. As shown on Exhibit 1-2 of Technical Appendix F, the Project would not contribute 50 or more peak hour trips to any intersection located within the City of Riverside. Therefore, in conformance with the City's *Traffic Impact Analysis Preparation Guide* (August 2007), and consistent with the study area requirements specified in the City of Riverside's *Traffic Impact Analysis Preparation Guide* (August 2012), the Project's traffic impact analysis properly defines the study area, which does not include any transportation facilities located within the City of Riverside. Because no facilities in the City of Riverside would receive 50 or more peak hour trips from the proposed Project, any impact to City of Riverside facilities would be less than significant and less than cumulatively considerable; thus, a detailed

analysis is not warranted.

**D-4b** - The Project's Traffic Study (EIR Appendix F) includes an analysis of impacts to the regional transportation system, based on the City's *Traffic Impact Analysis Preparation Guide* (August 2007) and Caltrans' *Guide for the Preparation of Traffic Impact Studies* (December 2002). The Traffic Study accounts for trips coming to and departing from the Project site. As noted above in Responses D-3 and D-4.a, the Project does not contribute 50 or more peak hour trips to any facility located within the City of Riverside, nor does the Project contribute more than 100 peak hour trips to any freeway facility within or adjacent to the City of Riverside. Accordingly, the Project would have no impacts to transportation facilities located within the City of Riverside.

**D-4c** - Refer to Responses D-3, D-4a, and D-4b; no further response is necessary.

**D-4d** - Refer to Responses D-3, D-4., and D-4b; no further response is necessary.

**D-4e** - The Project's traffic study contained as Technical Appendix F includes an analysis of cumulative effects. As noted in Table 4-3 of Technical Appendix F, the Opening Year Cumulative (2017) analysis assumes the implementation of 52 cumulative development projects, including projects within the City of Moreno Valley, March Joint Powers Authority, unincorporated Riverside County, the City of Riverside, and the City of Perris. However, and for the reasons stated in Responses D-3, D-4a, and D-4b, the Project has no potential to result in direct or cumulatively considerable impacts to any transportation facility within the City of Riverside; thus, mitigation is not warranted.

**D-4f** - As noted in Responses D-3, D-4a, and D-4b, the Project has no potential to result in significant direct or cumulatively considerable impacts to SR-60 or any City of Riverside transportation facility including

c: Scott Barber, City Manager
Deanna Lorson, Assistant City Manager
Kristi Smith, Supervising Deputy City Attorney
Al Zelinka, Community Development Director
Emilio Ramirez, Deputy Community Development Director
Tom Boyd, Public Works Director/City Engineer
Rob Van Zanten, Principal Engineer

Steve Libring, City Traffic Engineer

G:\PLANNING SPECIAL PROJECTS\General Plan\Agency Comments\Other\_Cities\City\_of\_Moreno\_Valley\PSP12-0241\Response to Notice
of Availability doex

#### RESPONSES

but not limited to Van Buren Boulevard, Alessandro Boulevard, and other City of Riverside arterials.

**D-4g** - As noted in Responses D-3, D-4a, and D-4b, the Project would not result in any significant direct or cumulatively considerable impacts to transportation facilities in the City of Riverside. Accordingly, mitigation measures beyond mandatory payment of TUMF fees are not warranted to address City of Riverside facilities.

**D-5** - If questions arise regarding this letter, the City of Moreno Valley will contact Herman Mukasa, AICP, at the contact information provided.

From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 1 of 13

Johnson Sedlack
ATTORN S SetLAW
26785 Camino Seco, Temecula, CA 92590

E-mail: EsqAlCP@WildBlue.net

Raymond W. Johnson, Esq. AICP Carl T. Sedlack, Esq. Retired Abigail A. Broedling, Esq. Kimberly Foy, Esq. Aminta Raffalovich, Esq.

Abby.JSLaw@gmail.com Kim.JSLaw@gmail.com Aminta.JSLaw@gmail.com Telephone: 951-506-9925 Facsimile: 951-506-9725

#### **FAX COVER SHEET**

DATE:

July 29, 2013

TO:

JULIA DESCOTEAUX, ASSOCIATE PLANNER

COMPANY:

CITY OF MORENO VALLEY

DEPARTMENT:

Community & Economic Development Department

Planning Division

FAX:

(951) 413-3210

FROM:

RAYMOND W. JOHNSON, ESQ. AICP

PHONE:

951-506-9925

FAX:

951-506-9725

RE:

FIRST INLAND LOGISTICS CENTER II

CASE NUMBER:

PLOT PLAN PA12-0023

Number of pages including cover sheet:

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply

□Please Recycle

COMMENTS:

Comment Letter attached. Hard copy follows in US Mail.

This facsimile communication is for intended recipient only and is confidential and protected by attorney/client privilege. If you are not the intended recipient, please advise the sender immediately. Unauthorized use or distribution is prohibited and may be unlawful.



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 2 of 13

# Johnson Sedlack

26785 Camino Seco, Temecula, CA 92590

E-mail: EsqAICP@WildBlue.net

Raymond W. Johnson, Esq. AICP Carl T. Sedlack, Esq. Retired Abigail A. Broedling, Esq. Kimberly Foy, Esq. Aminta Raffalovich, Esq.

Abby. JSLaw@gmail.com Kim. JSLaw@gmail.com Aminta. JSLaw@gmail.com Telephone: 951-506-9925 Facsimile: 951-506-9725

July 29, 2013

Julia Descotcaux
Associate Planner
City of Moreno Valley
Community & Economic Development Department
Planning Division
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805
Facsimile: (951) 413-3210

#### VIA FACSIMILE AND US MAIL

RE: Comments on Draft EIR: First Inland Logistics Center II (Plot Plan PA 12-0023)

#### Greetings:

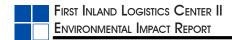
Please consider these comments submitted on behalf of concerned area residents concerning the Draft Environmental Impact Report for the First Inland Logistics Center II Project.

The Project proposes to construct a new 400,130-square foot logistics center warehouse building on a 17.3-acre property designated "Industrial." The northern half of the site (8.9 acres) is undeveloped vacant land. The southern half of the site (8.4 acres) is developed as a parking lot used for truck trailer parking. The project site is located immediately west of North Perris Boulevard, south of and adjacent to San Michele Road in the City of Moreno Valley. The project proposes a total of 59 loading bays for loading, unloading and short term parking of truck trailers. A total of 159 passenger car parking spaces will be provided and 63 spaces for trailer parking. The project will involve the demolition of an existing parking lot, generating approximately 12,800 cubic yards of debris, which will be reused according to the Draft EIR. The entire parcel will be graded resulting in 13,300 cubic yards of cut and 42,000 cubic yards of fill. Import of between 28,000 and 30,000 cubic yards of earth material is anticipated; the borrow site is not determined but "will be located in close proximity" to the project site according to the Draft EIR. Construction will occur over a period of eight months, eight hours a day, five days a week according to the Draft EIR. The Draft EIR assumes the building will be operational 24 hours per day. The Draft EIR assumes the project will create 191 jobs, although a specific tenant has not been identified.



#### RESPONSES

- **E-1** Comment acknowledged. The concerned residents to whom this comment refers are not identified.
- **E-2** The description of the proposed Project as provided in this comment is accurate.



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 3 of 13

July 29, 2013 Page 2

As you are aware, CEQA is an informational document designed to disclose to the public and decision-makers the significant impacts of proposed projects as well as to identify mitigation measures and alternatives designed to lessen those significant effects. In fact, Public Resources Code § 21002 prevents a lead agency from approving a project where feasible alternatives and mitigation measures exist. Unfortunately in this instance the Draft EIR fails to adopt feasible mitigation measures. Also, as a feasible and environmentally superior alternative exists, this alternative must be adopted.

It is noteworthy that mitigation exists for mobile emission impacts through, for example, the required use, or phased in use, of clean fuel technologies and cleaner trucks. Where there is no particular tenant identified for the project at this time, the project presents an excellent opportunity to require the use of technologies designed to substantially reduce air emissions. We strongly urge the City to require the adoption of such beneficial measures.

#### **Air Quality Impacts**

An overall problem with the Draft EIR is that it reaches the conclusion that impacts are significant and unavoidable without <u>first</u> adopting all feasible mitigation measures. This is a violation of CEQA. In the area of air quality, impacts are determined to be significant and unavoidable with respect to VOC and  $NO_x$  as to construction phases and  $NO_x$  as to operational phases; however, feasible mitigation measures exist to lessen these impacts, such as the following:

#### Construction Impacts

- Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
- Install and maintain trackout control devices in effective condition at all access points
  where paved and unpaved access or travel routes intersect (eg. Install wheel shakers,
  wheel washers, and limit sité access.)
- Alt roadways, driveways, sidewalks, etc., should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Pave all construction roads
- Pave all construction access roads at least 100 feet on to the site from the main road.
- Limit fugitive dust sources to 20 percent opacity.
- Require a dust control plan for earthmoving operations.
- 8. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.
- The contractor or builder shall designate a person or persons to monitor the dust control
  program and to order increased watering, as necessary, to prevent transport of dust
  offsite.

#### RESPONSES

- **E-3** The City acknowledges the purpose of CEQA in the review of proposed projects and the need to identify mitigation measures and alternatives to lessen significant project-related effects. However, and for the reasons noted below under Responses E-5 through E-36, the City respectfully disagrees with the Commenter's allegation that the EIR fails to identify feasible mitigation measures, and also disputes the Commenter's assertion that a feasible environmentally superior alternative exists that must be adopted.
- **E-4** The Commenter supplies no substantial evidence in this comment that the use of clean fuel technologies and cleaner trucks are feasible for the proposed Project, nor does Commenter supply a definition of such technologies or clean trucks. In preparing the EIR and setting forth feasible mitigation measures for the topic of air quality, the City relied on three Project-specific technical reports (EIR Technical Appendices B, C, and D), as well as the reference sources cited therein and in EIR Section 7.0, References.
- **E-5** The Commenter incorrectly characterizes the purpose of an EIR. An EIR does not "adopt" mitigation measures, but rather sets forth feasible measures for lead and responsible agencies to consider for adoption to avoid and reduce environmental effects when they deliberate on whether or not to approve a project. The EIR does not violate CEQA. For the reasons noted below under Responses E-6, E-7 and E-8 the City disagrees with the Commenter's allegation that the City has failed to identify adequate and feasible mitigation measures.
- **E-6** In Comments E-7 and E-8, Commenter provides a list of 98 items for the City to consider to further reduce the proposed Project's significant effects on air quality. Commenter does not provide any substantial evidence regarding the feasibility of these suggestions and does not provide any evidence to indicate to what level of emissions reduction and air quality improvement, if any, the 98 suggestions would achieve.

-E-3

-E-7

From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 4 of 13

July 29, 2013 Page 3

- Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
- Extend grading period sufficiently to reduce air quality impacts below a level of significance.
- 13. The simultaneous disturbance of the site shall be limited to five acres per day.
- 14. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.
- Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
- Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.
- A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.
- 18. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) scheduling of construction truck trips during non-peak hours to reduce peak hour emissions; c) limitation of the length of construction work-day period; and d) phasing of construction activities.\*
- 19. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees
- Require high pressure injectors on diesel construction equipment.\*
- Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.\*
- 22. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.\*
- Utilize only CARB certified equipment for construction activities.\*
- 24. The developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.\*
- 25. Restrict engine size of construction equipment to the minimum practical size.\*
- 26. Use electric construction equipment where technically feasible.\*
- Substitute gasoline-powered for diesel-powered construction equipment.\*
- Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.\*
- Use methanol-fueled pile drivers.\*
- 30. Install catalytic converters on gasoline-powered equipment.\*
- 81. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.

#### RESPONSES

Although CEQA does not require the lead agency to analyze a list of every imaginable mitigation measure, Responses E-7 and E-8 address the feasibility and practicality of each suggestion made by the Commenter. Responses E-7 and E-8 also note which of Commenter's suggestions are duplicative of mandatory regulatory requirements or of mitigation measures already set forth in the EIR.

**E-7.1** - As concluded in the EIR, the short-term air emissions that would occur during construction of the Project would exceed the SCAQMD regional thresholds for VOCs and NOx. There is no evidence to suggest that the Commenter's recommendation would reduce either VOC or NOx emissions. This type of measure typically addresses emissions of particulate matter (PM10; e.g., fugitive dust), which the EIR concludes is a less than significant impact. Mitigation measures are not required for impacts that are less than significant. Nonetheless, to address fugitive dust emissions and as disclosed in EIR Project Requirements PR 4.1-2 and PR 4.1-5, the Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" and Rule 1186, "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations." The City is not obligated to impose mitigation measures that are duplicative of mandatory regulatory requirements to which the Project is required to adhere. Regardless, to ensure compliance with SCAQMD Rule 403, the EIR sets forth Mitigation Measure MM 4.1-1, which contains a non-exclusive list of some of the Rule 403 requirements. For clarity in the Final EIR, MM 4.1-1 has been revised state that the list is non-exclusive and that full compliance to Rule 403 is required. Refer to Appendix B to EIR Technical Appendix B, Table 1, "Fugitive Dust Best Available Control Measures" for a detailed list of the requirements of Rule 403 that apply to the Project. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.

**E-7.2** - Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.

-E-7

- **E-7.3** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.4** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.5** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.6** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403. The requirements of Rule 403 explicitly state that "no person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle."
- **E-7.7** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.8** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.9** Refer to Response E-7.1. Additionally, refer to EIR Mitigation Measure 4.1-1(d), which specifically sets forth Commenter's suggestion as a mitigation measure.
- **E-7.10** Refer to Response E-7.1. Monitoring of SCAQMD Rule 403 compliance is the responsibility of the Construction Contractor, City of Moreno Valley, and SCAQMD, as specified the EIR's Mitigation Monitoring Program.
- **E-7.11** Refer to Response E-7.1. Additionally, refer to EIR Mitigation

# -368

### RESPONSES

Measure 4.1-2, which specifically sets forth Commenter's suggestion as a mitigation measure.

- **E-7.12** Refer to Mitigation Measure 4.1-3(a), which requires that mass grading be limited to no more than 4.0 acres per day. Extending the grading period to a longer period of time is not warranted, as there is no evidence to suggest that lengthening the grading period would reduce emissions of VOCs and NOx emissions. In fact, lengthening the grading period may increase NOx emissions, because construction equipment would be operating on the property for a greater number of days.
- **E-7.13** Refer to Mitigation Measure 4.1-3(a), which requires that mass grading be limited to no more than 4.0 acres per day.
- **E-7.14** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.15** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.16** Refer to Response E-7.1. The Commenter's recommendation is covered by mandatory compliance with SCAQMD Rule 403.
- **E-7.17** Refer to Response E-7.1. Additionally, refer to EIR Mitigation Measure 4.1-1(a), which specifically sets forth Commenter's suggestion as a mitigation measure.
- **E-7.18** As shown on EIR Table 4.1-13, with implementation of Mitigation Measures MM 4.1-1 through MM 4.1-3, all construction-related air quality impacts would be reduced to below a level of significance, including NOx and VOC emissions, for which mitigation measures are set forth to reduce those emissions to below SCAQMD significance thresholds. Regarding Commenter's suggestions:
  - a) Table 3-1 in EIR Technical Appendix B specifies the types of large

construction equipment, by construction phase, that are anticipated to be used during Project construction and that were analyzed in the EIR. To ensure that the analyzed emission levels from the assumed construction fleet is not exceeded, Mitigation Measure 4.1-3(e) has been added to the Final EIR, as follows: "During construction activity, the operating time of all pieces of off-road diesel-powered equipment shall not exceed a combined total of 75 operating hours per day."

- b) Mitigation Measure 4.1-3(f) has been added to the Final EIR as follows "Construction-related haul trips entering and exiting the site shall occur during non-peak traffic hours."
- c) Refer to Mitigation Measure 4.1-3(a), which requires that mass grading be limited to no more than 4.0 acres per day. Also refer to Mitigation Measure 4.1-3(e) that has been added to the Final EIR and applies a limit to the number of combined operating hours that diesel-powered equipment can operate per day. Further, the City's Noise Ordinance limits the hours during which construction is permitted to occur. Further shortening the work day would result in construction activity occurring over a greater number of days, which would increase the potential for other environmental effects to be extended, such as erosion, dust, and noise.
- d) The proposed Project involves the construction of one (1) building. As described in EIR Section 3.3.5(F) and analyzed in the EIR, construction would occur in several phases: demolition, grading, utility installation, building construction, landscaping, and finish site improvements. Because only one (1) building is proposed, it is not feasible to further phase construction activity.
- **E-7.19** Pursuant to California Health and Safety Code Section 40717.9, no public agency shall require an employer to implement an employee trip reduction program unless the program is required by federal law. Accordingly, pursuant to Health and Safety Code Section 40717.9, the City is not authorized to effectively mandate that the tenant/owner implement mandatory employee carpooling." Regardless, Mitigation Measure 4.1-3(g) has been added to the Final EIR as follows "The

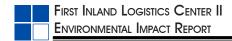
construction contractor shall encourage construction site employees to rideshare by offering incentives or other inducements." While the Commenter's recommendation to develop a trip reduction plan for construction workers would be feasible, adherence to such a plan would not be feasible to enforce or monitor and is not required by federal law; thus, there would be no enforceable benefit to preparing such a plan. Commenter offers no evidence to suggest that implementation of a trip reduction plan for construction workers is feasible or enforceable. Furthermore, the largest component of NOx air emissions during the construction phase is from diesel-powered equipment, not from on-road vehicles used by workers commuting to and from the site. Refer to Mitigation Measure 4.1-3(e) that has been added to the Final EIR and applies a limit to the number of combined operating hours that diesel-powered equipment can operate per day.

- **E-7.20** Mitigation Measure 4.1-3(h) has been added to the Final EIR as follows "High pressure injectors shall be used on all diesel powered construction equipment over 100 horsepower."
- **E-7.21** Mitigation Measure 4.1-3(i) has been added to the Final EIR as follows "All construction-related on-road diesel-powered haul trucks shall be 2007 or newer model year or 2010 engine compliant vehicles."
- **E-7.22** Commenter's recommendation is not realistic. There are very few pieces of construction equipment that have particulate traps, so Commenter's recommendation to require CARB certified particulate traps on all construction equipment is not possible. Mitigation Measure 4.1-3(j) has been added to the Final EIR as follows "On all construction-related equipment that has a particulate trap, the trap shall be Level 3 CARB certified."
- **E-7.23** Mitigation Measure 4.1-3(c) has been expanded to specify that all construction-related equipment be CARB Certified.

- **E-7.24** The idling time limitation specified in Mitigation Measure 4.1-3(b) has been reduced from 5 minutes to 3 minutes in the Final EIR.
- **E-7.25** Mitigation Measure 4.1-3(e) has been added to the Final EIR, as follows: "During construction activity, the operating time of all pieces of off-road diesel-powered equipment shall not exceed a combined total of 75 operating hours per day." This measure would achieve the same result as Commenter's recommendation to restrict engine size of construction equipment.
- **E-7.26** Mitigation Measure 4.1-3(k) has been added to the Final EIR as follows "Electric-powered construction equipment and tools shall be used when technically feasible."
- **E-7.27** Commenter's recommendation is not feasible because there are very few pieces of commercially available construction equipment that use gasoline. Mitigation Measure 4.1-3(e) added to the Final EIR will apply a limitation on the number of operating hours per day that dieselpowered equipment can operate, which will achieve the same result as this recommendation.
- **E-7.28** Mitigation Measure 4.1-3(l) has been added to the Final EIR as follows "Biodiesel fuel or other alternatives to diesel fuel shall be used to power construction equipment when technically feasible."
- **E-7.29** Commenter's recommendation is not feasible because methanol-fueled pile drivers are not commercially available. Mitigation Measure 4.1-3(e) added to the Final EIR will apply a limitation on the number of operating hours per day that diesel-powered equipment can operate, which will achieve the same result as this recommendation.
- **E-7.30** Commenter's recommendation is not feasible because there are very few pieces of commercially available construction equipment that use gasoline. As such, gasoline-powered construction equipment is not

anticipated to be used at the Project site.

- **E-7.31** Mitigation Measure 4.1-3(l) has been added to the Final EIR as follows "Biodiesel fuel or other alternatives to diesel fuel shall be used to power construction equipment when technically feasible."
- **E-7.32** Mitigation Measure 4.1-3(k) has been added to the Final EIR as follows "Electric-powered construction equipment and tools shall be used when technically feasible."
- **E-7.33** As noted in EIR Table 4.1-5, the only phase of the construction process during which forklifts would be used is during construction of the building. Commenter's recommendation is not realistic because there are very few construction contractors that own or have access to alternatively fueled fork lifts. Mitigation Measure 4.1-3(e) added to the Final EIR will apply a limitation on the number of operating hours per day that dieselpowered equipment can operate, which will achieve the same result as this recommendation.
- **E-7.34** Smog alerts are infrequent and when they occur, last the duration of the day. The historical trends available from the SCAQMD at: <a href="http://www.aqmd.gov/smog/o3trend.html">http://www.aqmd.gov/smog/o3trend.html</a> illustrate that there have been no Stage 1 Ozone occurrences since 2004. Furthermore. SCAQMD Rule 701 (<a href="http://aqmd.gov/rules/reg/reg07/r701.pdf">http://aqmd.gov/rules/reg/reg07/r701.pdf</a>) identifies various "Stage 2" episode criteria that must be complied with if a Stage 2 Alert occurs. Mandatory compliance with SCAQMD Rule 701 achieves the Commenter's recommendation.
- **E-7.35** Refer to EIR Mitigation Measure 4.1-3(d), which specifically sets forth Commenter's suggestion as a mitigation measure.
- **E-7.36** Refer to EIR Mitigation Measure 4.1-1(d), which will achieve the same result as this recommendation.



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 5 of 13

July 29, 2013 Page 4

- Electrical powered equipment shall be utilized in-lieu of gasoline-powered engines where technically feasible.\*
- 33. All forklifts shall be electric or natural gas powered.\*
- Suspend use of all construction equipment operations during second stage smog alerts.\*
- 35. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.\*
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.\*
- Reroute construction trucks away from congested streets and sensitive receptor areas.\*
- Configure construction parking to minimize traffic interference.\*
- 39. Prior to the issuance of a grading and building permit, the applicant shall submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.\*
- Minimize construction worker trips by requiring carpooling and providing for lunch onsite. \*
- Provide shuttle service to food service establishments/commercial areas for the construction crew.\*
- 42. Provide shuttle service to transit stations/multimodal centers for the construction crew.\*
- 43. Require the use of Zero-VOC paints, coatings, and solvents.

(\* Would reduce impacts to GHGs as well)

#### Operational Emissions

- The operator of the primary facilities shall become SmartWay Partner.\*
- The Project shall meet SmartWay 1.25 ratings.\*
- 3. The project shall use only freight companies that meet SmartWay 1.25 ratings.\*
- 4. (ALTERNATIVELY from 2;3 above) The operator of the primary facilities shall incorporate requirements or incentives sufficient to achieve at least 20% per year (as a percentage of previous percentage, not total trips) increase in percentage of long haul trips carried by SmartWay carriers until it reaches a minimum of 90% of all long haul trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.\*
- 5. The operator of the primary facilities shall incorporate requirements or incentives sufficient to achieve a 15% per year (as a percentage of previous percentage, not total trips) increase in percentage of consolidator trips carried by SmartWay carriers until it reaches a minimum of 85% of all consolidator trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.\*
- All fleet vehicles shall conform to 2010 air quality standards or better. Results, including backup data shall be reported to the Planning Department semi-annually.\*
- 7. Any spaces utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material breach of the lease that will result in the termination of the lease. Because of the fact that these terms of the lease are designed to benefit the public, the public shall be considered

RESPONSES

- **E-7.37** EIR Figure 4.4-13 depicts the City's designated truck route. Mitigation Measure 4.1-3(m) has been added to the Final EIR as follows "Construction vehicles shall use the City's designated truck route."
- **E-7.38** Mitigation Measure 4.1-3(n) has been added to the Final EIR as follows "Construction parking shall be located and configured to minimize traffic interference on public streets."
- **E-7.39** Refer to Response E-7.19. Mitigation Measure 4.1-3(g) has been added to the Final EIR as follows "The construction contractor shall encourage construction site employees to rideshare by offering incentives or other inducements."
- **E-7.40** Refer to Response E-7.39. Mobile food vendors regularly visit construction sites in the City of Moreno Valley. Commenter's recommendation to require that lunch be provided to construction workers by their employer or other person, or to require that construction workers pack a lunch to eat on-site in an effort to keep workers from traveling offsite to eating establishments is not practical, nor would such a requirement be feasible for the City to monitor or enforce.
- **E-7.41** Refer to Responses E-7.19 and E-7.40.
- **E-7.42** Refer to Response E-7.19. A Riverside Transit Agency (RTA) bus route (Route 19), with designated northbound and southbound stops on Perris Boulevard, is available adjacent to the Project site, rendering it unnecessary to shuttle the construction crew to a transit station.
- **E-7.43** Refer to EIR Mitigation Measure 4.1-4, which specifically sets forth Commenter's suggestion as a mitigation measure.
- **E-8.1** SmartWay is a U.S. Environmental Protection Agency (EPA) program that individuals and companies in the transportation industry can voluntarily join and which encourages voluntary achievement of fuel

E-7

E-8

efficiency practices. Commenter's recommendation to require the future tenant of the proposed building to join a voluntary program in which participation is voluntary would not assure the reduction of mobile source emissions. Regardless, Mitigation Measure 4.1-7 has been expanded to require disclosure about the EPA's SmartWay program.

**E-8.2** - Commenter's recommendation is not feasible. The U.S. EPA SmartWay program applies to vehicle fuel efficiency and not project design. There is no way for Project's design to achieve a SmartWay rating.

**E-8.3** - Commenter suggests that the City of Moreno Valley prohibit or substantially limit long-haul trucks from accessing the Project site unless they meet U.S. EPA SmartWay ratings. SmartWay is a voluntary program that encourages vehicles to operate at a higher fuel efficiency then state and federal emission laws require. The imposition of a SmartWay fleet requirement on this Project (or any emissions requirement more stringent that state or federal laws require) would reduce mobile source emissions emitted by Project operations compared to the levels disclosed in the EIR, which were calculated based on the SCAQMD's California Emissions Estimator Model<sup>TM</sup> (CalEEMod<sup>TM</sup>), but would do nothing to improve regional air quality. Such a requirement would merely displace vehicles not achieving SmartWay ratings to another location in the South Coast Air Basin where the requirement is not imposed, thereby resulting in no improvement to regional air quality. Additionally, if the displacement was to another location further from regional transportation routes, the vehicles would travel a longer distance and emit more pollutants. Thus, the Commenter's recommendation would not effectively reduce or avoid the impact to air quality in the South Coast Air Basin. The Commenter provides no evidence that the recommendation to impose a SmartWay long-haul carrier requirement or other mobile fleet requirement on this one project would be effective in improving air quality in the South Coast Air Basin.

- **E-8.4** Refer to Response E-8.3.
- **E-8.5** Refer to Response E-8.3.
- **E-8.6** Refer to Response E-8.3.
- **E-8.7** As stated on EIR page 3-6, "[t]he building is not designed to accommodate tenants that would require warehouse refrigeration." Regardless, Mitigation Measure 4.1-8 has been added to the EIR, as follows "In the event that the building design is modified to accommodate refrigeration, all loading docks shall be equipped with an electrical hookup to power refrigerated tractor trailers." As specified as EIR Project Requirements PR 4.1-7 and PR 4.1-8, the Project is required to comply with California Code of Regulations Title 13, which requires a limitation on truck idling. Further, Mitigation Measure MM 4.1-5 requires the placement of signs on the property instructing drivers to idle for no more than three (3) minutes. Mandatory compliance with Title 13 will achieve the same result as this recommendation. As such, it is not necessary to include a truck prohibition in the lease.

The Commenter's request that all leasing documents include these provisions and that a material breach of the lease shall result in termination of the lease has not been included for the following reasons. First, the "general public" cannot be a third party beneficiary to a private contractual arrangement. Second, if enforcement is a concern, resident taxpayers and those who with a geographical nexus to the project have standing to seek a writ of mandate against the City for any non-compliance with any and all mitigation measures set forth in this EIR, its Mitigation Monitoring and Reporting Program (MMRP) or any other MMRP. Third, Mitigation Measures become conditions of Project approval and are enforceable through Code Enforcement actions that can result in civil and at times criminal liability. Thus, not only is it unlawful and impractical to require some sort of nebulous "third party beneficiary" right in a private lease, but more importantly such a requirement is unnecessary as the public has



ample opportunities to enforce or to seek enforcement of the Mitigation Measures as set forth above.

**E-8.8** - Regarding on-road vehicles powered by gasoline that access the Project site, Commenter's recommendation is not necessary because the same result is achieved by mandatory compliance with state and federal vehicle emission laws. Regarding off-road gasoline powered equipment that might be used by a building tenant or operator on the Project site, there are various exhaust emission technologies available and various state and federal emission regulations that must be complied with to reduce NOx emissions. The City does not have an enforcement mechanism or the staffing resources to monitor and enforce the mechanical composition of every piece of gasoline powered equipment, especially given the cyclical nature of equipment used by building tenants. Additionally, Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact, which is primarily caused by on-road mobile sources and not off-road operational equipment.

**E-8.9** - Regarding on-road vehicles powered by diesel fuel, refer to Response E-8-3. Regarding off-road diesel powered equipment that might be used by a building tenant or operator on the Project site, EIR Mitigation Measures 4.1-7 requires that the building tenant be notified about the availability of alternatively fueled cargo handling equipment. The City does not have an enforcement mechanism or the staffing resources to monitor and enforce the fuel usage of every piece of gasoline powered equipment, especially given the cyclical nature of equipment used by building tenants. Additionally, Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact, which is primarily caused by on-road mobile sources and not off-road operational equipment.

**E-8.10** - Refer to Response E-8.7. The City does not have an enforcement mechanism or the staffing resources to monitor and enforce the power



supply requirement of every piece of equipment used in the Project's operation, especially given the cyclical nature of equipment used by building tenants. Additionally, Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact, which is primarily caused by on-road mobile sources and not off-road operational equipment.

- **E-8.11** Refer to Response E-8.10.
- **E-8.12** Refer to Response E-8.10.
- **E-8.13** Refer to Response E-8.10.
- **E-8.14** Refer to EIR Project Requirements PR 4.1-7 and PR 4.1-8 and Mitigation Measure 4.1-5, which specifically sets forth Commenter's suggestion as mandatory regulatory requirements and a mitigation measure.
- **E-8.15** Refer to Responses E-8.3, E-8.9 and E.8-10.
- **E-8.16** Commenter's recommendation is not feasible. Given the nature of the proposed Project, there will be no parking fee.
- **E-8.17** In regard to tractor trailers, electric powered heavy duty trucks do not exist in the marketplace so there would be no environmental benefit to providing charging stations for such vehicles. Mitigation Measure 4.1-8 has been added to the EIR that will require loading docks to be equipped with an electric hookup if the trucks and warehoused goods require refrigeration. Regarding passenger cars, this project like all new developments in the State of California are required to comply with the California Building Standard Code (also known as CalGreen, 2013). CalGreen Section 5.106, Site Development, requires that a certain number of parking spaces be designated for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles. CalGreen does not require the

installation of electric vehicle (EV) plug-in units, but the Project Applicant may install conduit to these spaces to allow the future installation of EV units by the building tenant.

**E-8.18** - Alternative fuel infrastructure is best provided in a planned, regional manner, based on the demand for such fuels. Two alternative fueling stations supplying compressed natural gas (CNG) are open to the public in Moreno Valley. Vehicle operators accessing the proposed Project would have access to this alternative fuel source a short distance away and there would be no measurable environmental benefit to duplicating CNG fuel infrastructure at the Project site.

**E-8.19** - Commenter's recommendation is achieved by mandatory compliance with the California Building Standards Code (CalGreen, 2013). CalGreen Section 5.106, Site Development, requires that a certain number of parking spaces be designated for any combination of lowemitting, fuel-efficient and carpool/vanpool vehicles. The designated parking stalls are required to be painted "Clean Air Vehicle" (CalGreen, 2013, Table 5.106.5.2).

**E-8.20** - Commenter's recommendation is not feasible. Given the nature of the proposed Project, there is no enforceable mechanism available to the City to require the imposition of punitive parking fee on workers and visitors to the Project site that arrive in a single occupant vehicle. Additionally, Commenter does not provide any information to demonstrate that such a punitive measure would result in an improvement to air quality. The likely result would be a fee payment to park, which would not result in reduced NOx emissions or have any benefit on regional air quality. Additionally, pursuant to Health and Safety Code Section 40717.9, no public agency shall require an employer to implement an employee trip reduction program unless the program is required by federal law. Accordingly, pursuant to Health and Safety Code Section 40717.9, the City is not authorized to effectively mandate that the tenant/owner implement mandatory employee carpooling.

FIRST INLAND LOGISTICS CENTER II

ENVIRONMENTAL IMPACT REPORT

# -379

# RESPONSES

**E-8.21** - A landscaping plan is a requirement of the Project's proposed Building Plot Plan and is shown on EIR Figure 3-7. The City requires that 10% of the property be landscaped, and the Project proposes to exceed that requirement by providing 13.2% landscape cover. The planting of trees in the truck court is not required by the City or proposed by the Project to avoid maneuverability issues for trucks. Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact, which is primarily caused by on-road mobile sources and not from parked vehicles in unshaded parking lots.

**E-8.22** - A landscaping plan is a requirement of the Project's proposed Building Plot Plan and is shown on EIR Figure 3-7. The City requires that 10% of the property be landscaped, and the Project proposes to exceed that requirement by providing 13.2% landscape cover. Several of the tree species and other plant materials specified qualify as "low ozone forming", based on a University of California Davis study titled "Urban Trees and Ozone Formation: A Consideration of Large-Scale Plantings" published March 2012 and available at <a href="http://anrcatalog.ucdavis.edu/pdf/8484.pdf">http://anrcatalog.ucdavis.edu/pdf/8484.pdf</a>.

**E-8.23** - Refer to Responses E-8.21 and E-8.22.

**E-8.24** - The Project's one (1) proposed building is oriented north/south as Commenter recommends. Regarding landscaping, refer to Responses E-8.21 and E-8.22. Given the nature of the proposed Project and the regional climate and meteorology as described in EIR Section 4.1.1(B), there would be a de minimus effect associated with passive solar heating and cooling by the planting of trees around the structure. In any case, a landscaping plan is a requirement of the Project's proposed Building Plot Plan and is shown on EIR Figure 3-7. Tress would be planted around three (3) sides of the structure. The east-facing elevation would consist of an interior truck yard where trees and other landscaping are not proposed to avoid interference with vehicle movements.

- **E-8.25** Refer to Response E-8.24. Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact, which is primarily caused by onroad mobile sources and not from the surfaces of parking lots. Adding landscape pockets in parking lots is also not water-use efficient and would increase the Project's demand for irrigation water, which is reliant on fossil fuels to produce and convey.
- **E-8.26** Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact, which is primarily caused by on-road mobile sources and not from the use of landscape maintenance equipment. Beginning on January 1, 2014, the California Building Standards Code (CalGreen) Title 24, Section 5.409, Building Maintenance and Operation, will require new non-residential buildings over 10,000 s.f. to comply with commissioning and reporting requirements and conduct functional performance testing for energy efficiency. Mandatory compliance with CalGreen achieves Commenter's recommendation to reduce energy use associated with building maintenance activities.
- **E-8.27** The proposed Project is not a residential, commercial, or mixed-use development; thus, Commenter's recommendation does not apply. Furthermore, Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact, which is primarily caused by on-road mobile sources and not from landscape maintenance equipment.
- **E-8.28** The proposed Project is not a residential development; thus, Commenter's recommendation does not apply.
- **E-8.29** Commenter's recommendation is not feasible. There is no enforceable mechanism available to the City to require that private building tenants pay their employees to abstain from arriving to work by motorized vehicle, or to use transit, carpools, or vanpools.

- **E-8.30** Commenter's recommendation is not feasible. There is no enforceable mechanism available to the City to require private building tenants to institute a carpooling or vanpooling program.
- **E-8.31** The proposed Project is not a residential development; thus, Commenter's recommendation does not apply.
- **E-8.32** The proposed Project is not a residential development; thus, Commenter's recommendation does not apply.
- **E-8.33** Refer to Response E-8.19.
- **E-8.34** Refer to Responses E-8.19 and E-8.29.
- **E-8.35** As specified in EIR Section 3.3.2, bicycle parking is required to be provided on the property in compliance with the City of Moreno Valley Municipal Code Section 9.11. Bicycle parking also is required pursuant to the California Building Standards Code (CalGreen, 2013, Sections 5.106.4.1 and .2).
- **E-8.36** As specified in EIR Section 3.3.5(A), the Project proposes to install a transit stop along its frontage with Perris Boulevard. A sidewalk also is proposed along the Project's frontage with Perris Boulevard, which will provide a pedestrian connection to the transit stop.
- **E-8.37** In August 2013, the City commissioned the preparation of a city-wide bicycle master plan. Commenter's recommendation will be addressed on a city-wide basis by the master plan and is not applicable to the proposed Project, which would not affect a bicycle route.
- **E-8.38** Interior tenant improvements are not under consideration by the City at this time as part of the Project's proposed Building Plot Plan. Commenter's recommendation is not included because Commenter

supplies no evidence, and the City has uncovered no evidence in professional literature, to indicate that the provision of on-site showers in an industrial warehouse in a contextual setting similar to the proposed Project's would incentivize employees to bike or walk to work and reduce air emissions associated with worker commuting by motorized vehicle.

- **E-8.39** Refer to Response E-8.35. The proposed Project is not a retail development; thus, Commenter's recommendation does not apply.
- **E-8.40** Refer to Response E-8.37.
- **E-8.41** Refer to Response E-8.36.
- **E-8.42** Refer to Response E-8.36.
- **E-8.43** Commenter's recommendation is not feasible. There is no enforceable mechanism available to the City to require private building tenants to post information about transportation options. Further, state and federal law directs that public agencies are prohibited from imposing employee trip reduction programs unless such a program is expressly required by federal law (Health & Safety Code Section 40717.9 and Section 40454).
- **E-8.44** Mobile food vendors regularly visit employment sites in the City of Moreno Valley. Commenter's recommendation to require that private building tenants shuttle their employees to lunch, or require that their employees pack a lunch to eat on-site in an effort to keep workers from traveling off-site to eating establishments is not practical, nor would such a requirement be feasible for the City to monitor or enforce.
- **E-8.45** Commenter's recommendation is not incorporated because as specified in EIR Section 3.3.5(A), the Project proposes to install a transit stop along its frontage with Perris Boulevard. Because a transit stop would be available adjacent to the property, there would be no benefit in

From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 6 of 13

July 29, 2013 Page 5

to be a third party beneficiary with standing to enforce the requirements of the lease.\*

- Install catalytic converters on gasoline-powered equipment.\*
- 9. Where diesel powered vehicles are necessary, require the use of alternative diesel fuels. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
- Electrical powered equipment should be utilized in-lieu of gasoline-powered engines where technically feasible.\*
- 11. Utilize electrical equipment for landscape maintenance.\*
- 12. All forklifts shall be electric or natural gas powered.\*
- 13. Utilize electric yard trucks.\*
- 14. Prohibit idling of trucks for periods exceeding three minutes.\*
- Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets \*
- Charge reduced or no parking fee for EVs and CNG vehicles.\*
- 17. Install EV charging facilities for a minimum of 10% of all parking spaces.\*
- Install a CNG fueling facility.\*
- 19. Provide preferential parking locations for EVs and CNG vehicles.\*
- 20. Implement parking fee for single-occupancy vehicle commuters.\*
- 21. The Draft EIR notes that landscaping shall be "ornamental" in nature. Mitigation should be adopted to including planting shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.\*
- 22. Plant at least 50 percent low-ozone forming potential (<u>Low-OFP</u>) trees and shrubs, preferably native, drought-resistant species, to meet city/county landscaping requirements.\*
- 23. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that already required by city or county ordinance. Consider roadside, sidewalk, and driveway shading.\*
- 24. Orient 75 percent or more of homes and buildings to face either north or south (within 30 degrees of N/S) and plant trees and shrubs that shed their leaves in winter nearer to these structures to maximize shade to the building during the summer and allow sunlight to strike the building during the winter months.\*
- 25. Provide grass paving, tree shading, or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard black asphalt paving by 10% or more.\*
- 26. Electrical outlets shall be installed on the exterior walls of all residential and commercial buildings (and perhaps parking lots) to promote the use of electric landscape maintenance equipment.\*
- 27. Prohibit gas powered landscape maintenance equipment within residential, commercial, and mixed-use developments. Require landscape maintenance companies to use battery powered or electric equipment or contract only with commercial landscapers who operate with equipment that complies with the most recent California Air Resources Board

RESPONSES

requiring the private building tenant to shuttle its employees to a transit stop.

**E-8.46** - Interior tenant improvements are not under consideration by the City at this time as part of the Project's proposed Building Plot Plan. Commenter's recommendation is not included because Commenter supplies no evidence, and the City has uncovered no evidence in professional literature, to indicate that the provision of on-site child care in an industrial warehouse in a contextual setting similar to the proposed Project's would reduce air emissions associated with worker commuting by motorized vehicle.

**E-8.47** - Commenter's recommendation is not incorporated because there is no enforceable mechanism available to the City to require that private employers implement alternative work week schedules for their employees. Additionally, most distribution warehouses operate 7 days per week, up to 24 hours per days and need to be staffed at all times. Further, Commenter provides no evidence that alternative work week schedules in a 7 day per week, up to 24 hour per day operation would reduce NOx emissions associated with worker commuting.

**E-8.48** - Refer to Response E-8.47.

**E-8.49** - Leadership in Energy & Environmental Design (LEED) is a national program of the United States Green Building Council (USGBC), wherein the USGBC can supply a third-party verification of "green" buildings at various levels based on their own rating system. In January 2011, California adopted the first statewide mandatory green building code in the country, known as CALGreen. The California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code, or CALGreen Code, sets forth building standards for all construction in the State of California. Title 24 is updated approximately every three (3) years, with the most recent update going into effect on January 1, 2014. The 2014 update will even more stringent building standards to conserve

E-8

# FIRST INLAND LOGISTICS CENTER II ENVIRONMENTAL IMPACT REPORT

From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 7 of 13

July 29, 2013 Page 6

- certification standards, or standards adopted no more than three years prior to date of use or any combination of these two themes.\*
- 28. Provide a complimentary cordless electric lawnmower to each residential buyer.
- Implement parking cash-out program for non-driving employees.\*
- 30. Require each user to establish a carpool/vanpool program.\*
- Create a car sharing program within the planned community.\*
- Create a light vehicle network, such as a neighborhood electric vehicle (NEV) system.\*
- Provide preferential parking for carpool/vanpool vehicles.\*
- 34. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.\*
- 35. Provide secure, weather-protected bicycle parking for employees.\*
- Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development.\*
- 37. Provide direct safe, direct bicycle access to adjacent bicycle routes.\*
- 38. Provide showers and lockers for employees bicycling or walking to work.\*
- Short-term bicycle parking for retail customers and other non-commute trips.\*
- 40. Connect bicycle lanes/paths to city-wide network.\*
- Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.\*
- 42. Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.\*
- Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.
- 44. Provide shuttle service to food service establishments/commercial areas.\*
- 45. Provide shuttle service to transit stations/multimodal centers.\*
- 46. Provide on-site child care or contribute to off-site child care within walking distance.\*
- 47. Implement a compressed workweek schedule.\*
- 48. Implement home-based telecommunicating program, alternate work schedules, and satellite work centers.\*
- All buildings shall be constructed to LEED Platinum standards.\*
- Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.\*
- Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for the entire Project.\*
- Install an ozone destruction catalyst on all air conditioning systems.\*
- 53. Construct renewable energy sources sufficient to offset the equivalent of 100% of all greenhouse gas emissions from mobile sources (internal combustion engines) for the entire Project. \*
- 54. Purchase only green/ renewable power from the electric company.\*
- 55. Install solar water heating systems to generate all hot water requirements.\*

The blanket claim by the Draft EIR that the City "does not have the resources to impose and enforce restrictions on engine use and vehicle emissions above and beyond the requirements of state and federal law" is not supported by substantial evidence. Zero emissions technologies relative to mobile emissions are feasible, and must, consistent with CEQA, be adopted for this project. In addition, for instance, electric yard trucks at the project site would reduce emissions.

#### RESPONSES

energy in every community across the State. All buildings constructed in California inherently incorporate some of the features that qualify for LEED points in the USGBC's rating system.

Commenter's recommendation is not implemented because mandatory compliance with CALGreen will achieve a similar result as Commenter's recommendation to construct the building to LEED Platinum standards. Furthermore, CALGreen requirements and feature that quality for LEED points are intended to reduce energy use in building operation. As concluded by the EIR, the proposed Project's NOx impact is primarily associated with emissions from mobile vehicles and not from other building operations such as use of electricity or other fossil-fuel reliant activities. As such, Commenter does not establish any nexus or rough proportionality between this recommendation and the Project's NOx air quality impact.

- **E-8.50** Refer to Response E-8.49.
- **E-8.51** Refer to Response E-8.49.
- **E-8.52** Refer to Response E-8.49.
- **E-8.53** Refer to Response E-8.49.
- **E-8.54** Refer to Response E-8.49.
- **E-8.55** Refer to Response E-8.49.
- **E-9** Refer to Responses E-7.1 through E-8.55.

The Commentator requests that the MMRP contain restrictions on emissions and vehicle use and access at the site. The SCAQMD regulates a unified Air Basin. One of the statutory charges of SCAQMD is to ensure uniform CEQA review by lead agencies located within the Air Basin. Uniform CEQA review allows SCAQMD to track progress toward State

E-8

# ည္ထ

# RESPONSES

and federal CAA attainment status. As a result of SCAQMD's uniform CEQA review throughout the South Coast Air Basin (SCAB), and through the use of SCAQMD's CEQA thresholds of significance, which are based on science, and the adoption of numerous regulatory programs regulating non-mobile source emissions, air quality in the SCAB has dramatically improved over the past 30 years. The California Air Resources Board (ARB) most recent *Almanac of Emissions and Air Quality* (2009, Chapter 3) indicates that NOx and ROG emissions trends and forecasts are trending downward, showing an overall improvement in air quality. Continued improvement in air quality is expected to occur through the continued implementation of SCAQMD regulations and uniform CEQA review and through the enforcement of the State's low carbon fuel (Pavley) and low sulfur diesel fuel programs.

SCAQMD's Fiscal Year 2012-2103 Budget & Work Program (herein incorporated by reference and available for review at <a href="http://www.aqmd.gov/finn/PDF/finalbudget1213.pdf">http://www.aqmd.gov/finn/PDF/finalbudget1213.pdf</a>), page 2, states that although the SCAB has suffered unhealthful air since World War II and is one of the most unhealthful air basins in the United States, the 65-year history of the region's air pollution control efforts is, in many ways, one of the world's key success stories. Peak ozone levels have been cut by almost three-fourths since air monitoring began in the 1950 and population exposure was cut in half during the 1980s alone. (SCAQMD, 2013, page 2) Thus, overall air quality within the Air Basin is dramatically improving as the result of regulatory programs and is expected to continue to improve in the future as regulations become more stringent. As stated in AQMD's Fiscal Year 2012-2013 Budget and Work Program:

"Ozone levels have fallen by about three-quarters since peaks in the mid-1950s. Lead, nitrogen dioxide, sulfur dioxide, and carbon monoxide levels have gone down from non-attainment to full attainment of federal health standards. In November 2008, US EPA revised the lead standard from a  $1.5 \,\mu\text{g/m}3$  quarterly average to a  $0.15 \,\mu\text{g/m}3$  rolling 3-month average. The current Basin lead network remains below the new standard.... In 2011,

the Basin exceeded the current federal 8-hour ozone standard on 107 days. 2010 was the cleanest year on record for ozone in the Basin, exceeding the federal standard on 102 days. The standard was exceeded on 113 days in 2009.

In 2007 US EPA formally redesignated the Basin from non-attainment to full attainment of the federal health standard for carbon monoxide. Basin-wide maximum levels of carbon monoxide have been consistently measured at more than 30% below the federal standard since 2004. In 2010, US EPA established a new NO2 1-hour standard at a level of 100 ppb (0.100ppm) and SO2 1-hour standard at a level of 75 ppb (0.075 ppm). In 2011, a few sites in Los Angeles County exceeded the new 1-hour NO2 standard on one day. Based on the 3-year design values, the region continues to remain in attainment of the NO2 and SO2 standards.

In 2006, US EPA rescinded the annual federal standard for PM10 but retained the 24-hour standard. Ambient levels of PM10 in the Basin meet the federal 24-hour PM10 standard and the AQMD has requested US EPA to redesignate the Basin as in attainment of the health based standard for PM10. PM2.5 levels have decreased dramatically in the Basin since the beginning of the decade; however, regional concentrations continue to exceed the federal annual and 24-hour standards." (SCAQMD, 2013, pages 3-4).

Imposing fleet controls on the Project would not be feasible given the realities of the southern California economy and the nature of local control. High cube logistics and warehousing is one of the largest sectors of the California economy and is subject to fierce competition. A city's decision to unilaterally impose fleet controls on projects within its boundaries would have no real environmental benefit. Companies seeking to rent or buy such warehousing space have a tremendous range of options throughout Southern California (particularly in the Inland Empire) and if a City were to unilaterally impose fleet restrictions on warehouse buildings within its borders, its share of the developable market for warehouse

uses would evaporate as users and tenants would simply relocate to other cities within the SCAQMD Air Basin (such as Ontario, Perris, Riverside, Corona, Beaumont, etc.). Thus the NOx, ROG and DPM emissions would simply be shifted to another portion of the Air Basin and the Air Basin's overall air quality would not be benefited. Additionally, the overall air quality in the Air Basin could arguably be worsened if the alternative locations resulted in increased vehicle miles traveled and hence more emissions. The same rational holds true for electric yard trucks. Electric yard trucks would still be powered from the electrical grid and thus the emissions would simply be transferred to some other portion of the Air Basin where the electrical generation occurs. Moreover, the Project HRA demonstrated that there are no sensitive receptors that will be significantly impacted by Project operations.

The Commentator requests that the MMRP contain restrictions on emissions and vehicle use and access at the site. The SCAQMD regulates a unified Air Basin. One of the statutory charges of SCAQMD is to ensure uniform CEQA review by lead agencies located within the Air Basin. Uniform CEQA review allows SCAQMD to track progress toward State and federal CAA attainment status. As a result of SCAQMD's uniform CEQA review throughout the South Coast Air Basin (SCAB), and through the use of SCAQMD's CEQA thresholds of significance, which are based on science, and the adoption of numerous regulatory programs regulating non-mobile source emissions, air quality in the SCAB has dramatically improved over the past 30 years. The California Air Resources Board (ARB) most recent Almanac of Emissions and Air Quality (2009, Chapter 3) indicates that NOx and ROG emissions trends and forecasts are trending downward, showing an overall improvement in air quality. Continued improvement in air quality is expected to occur through the continued implementation of SCAQMD regulations and uniform CEQA review and through the enforcement of the State's low carbon fuel (Pavley) and low sulfur diesel fuel programs.



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 8 of 13

July 29, 2013 Page 7

It is not clear why such mitigation measures cannot feasibly be adopted particularly where there no tenant identified for the project.

In addition, the air quality analysis does not clearly disclose the number of truck trips associated with soil export and import. Without such information, it is difficult for the reader to discern whether the air quality analysis is accurate. For instance, for the grading phase, the air quality study appears to assume zero emissions for hauling. See, Draft EIR, Appendix D, Appendix A, p. 10. The same is true for "site preparation." As the project will require a substantial amount of export and import of fill, all truck trips must be accounted for in the analysis.

Furthermore, the Draft EIR appears to be inconsistent where, for instance, at page S-9 it states that construction air quality impacts are significant and unavoidable for VOC and NO<sub>x</sub>, but in the analysis section (p. 4.1-29) states that impacts are less-than-significant with mitigation imposed.

Overall, the air quality analysis is flawed and the conclusions of the Draft EIR are not based on substantial evidence.

#### **Cumulative Air Quality Impacts**

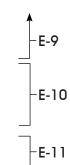
The air quality analysis does not capture the extent of the cumulative projects for either construction or operational phases. One must look to the traffic study to find a list of cumulative projects but even there the air emissions associated with said projects are not disclosed and the number of projects appears to be understated.

The finding of less than significant short-term cumulative impacts is unsupported by evidence in the record. The Draft EIR concludes that because individual air quality impacts will be less than significant that cumulative air quality impacts are also insignificant. This entirely misses the purpose of a cumulative impact evaluation. Given the construction plan of this Project and construction timing of other nearby projects including, for instance, VIP Moreno Valley, Prologis Eucalyptus, World Logistics, March Lifecare Campus, etc., it is entirely plausible that the Project may result in cumulatively significant construction air quality impacts. The EIR must evaluate these potentially significant effects rather than just conclude, based on no evidence, that such effects will be insignificant. Also, construction air quality is evaluated assuming that construction will occur in phases. When and if phases are combined, impacts are greater. Construction phasing must be made a requirement of the project where the analysis is dependent on such phasing.

Also for example, operational impacts are near significant thresholds for VOC emissions. Combined with the other numerous industrial projects in the area, it is reasonable to conclude that cumulative impacts are also significant.

#### **Greenhouse Gas Emissions**

The conclusion that Greenhouse Gas Emissions are "not significant" and "therefore, mitigation measures are not required" is simply not supported by the record where the project will create 10.632.09 MT/y CO<sub>2</sub>E. This is a <u>new</u> source of GHG emissions requiring mitigation.









#### RESPONSES

- **E-10** As specified in EIR Section 3.3.5(D), import of between 28,000 and 30,000 cubic yards of earth material is anticipated to implement the proposed Project. Haul trucks carry up to approximately 30 cubic yards per trip (depending on weight to meet Caltrans weight restriction requirements). Thus, approximately 1,000 inbound and outbound construction-related haul trips would be required over the course of approximately 15 days, or approximately 66 trips per day. Although import of earth materials was not specifically studies in the technical air quality analysis, there would be no greater air quality impact associated with hauling than as disclosed in the EIR for the grading and construction operations themselves. To ensure that the levels of construction-related air emissions disclosed in the EIR are not exceeded, Mitigation Measure 4.1-3(o) has been added to the Final EIR as follows "Import of earth materials and on-site grading activities shall not occur on the same day. No more than 66 loads of earth material (about 2,000 cubic yards) shall be brought to the site in any given day."
- **E-11** The conclusion drawn in EIR Section 4.1 is accurate. Construction-related NOx and VOC impacts will be less than significant after the incorporation of mitigation measures. The Executive Summary has been corrected accordingly in the Final EIR.
- **E-12** Refer to Responses E-5 through E-12, which indicate that the air quality analysis is not flawed and is based on substantial evidence.
- **E-13** The significance threshold for cumulative air quality impacts relies on regional and localized significance thresholds published by the South Coast Air Quality Management District (SCAQMD), as indicated in EIR Table 4.1-4. The SCAQMD's CEQA Air Quality Significance Thresholds indicate that any projects in the South Coast Air Basin (SCAB) with daily emissions that exceed any of the indicated thresholds should be considered as having an individually <u>and</u> cumulatively significant air quality impact. Thus, the significance threshold for direct and cumulative impacts is the same, pursuant to SCAQMD protocols and methodologies.

The extent of cumulative projects and their quantified air emissions is thus irrelevant to the conclusion of whether or not the proposed Project would have a significant impact, and at what level of severity. Also refer to the SCAQMD "White Paper on Potential Control Strategies to Address Cumulative Impacts From Air Pollution" (March 2003), herein incorporated by reference, and available for review at <a href="http://www.aqmd.gov/rules/ciwg/final\_white\_paper.pdf">http://www.aqmd.gov/rules/ciwg/final\_white\_paper.pdf</a>, which addresses the AQMD's comprehensive strategy for addressing accumulated effects of emission sources. In this report the AQMD clearly states (Page D-3):

"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR....Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

The Commenter provides no information about what it believes to appropriately constitute a cumulative impact or cumulatively considerable project impact, if not SCAQMD guidance, which is relied upon by nearly every CEQA lead agency in the South Coast Air Basin. For all of these reasons, detailed quantified dispersion modeling for a list of cumulative projects is not required and would not result in a different impact conclusion for the Project.

Another factor to consider when determining the lack of warrants for a quantified cumulative emissions calculation is the overall impact trend. Air quality is rapidly improving across California due to regulations adopted at the federal, state, and air district levels. As noted in the EIR, the Project's largest source of air emissions would be associated with diesel-fueled vehicles. The California Air Resources Board (ARB) Diesel Risk Reduction Plan (DRRP) (California Air Resources Board,

2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. Stationary Source Division. Mobile Source Control Division. October 2000) led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary dieselfueled engines and vehicles to reduce diesel particulate matter (DPM) emissions by about 90 percent overall from year 2000 levels as stated on page 1 of the DRRP. The projected emission benefits associated with the full implementation of this plan (p. 2), including federal measures, are reductions in DPM emissions and associated cancer risks of 75 percent by 2010 and 85 percent by 2020 (ARB 2000). Additionally, and according to the most recent ARB Almanac (2009) and SCAQMD 2012-2013 Budget & Work Program, sources of toxic air contaminates have achieved a downward trajectory over recent decades. Also refer to Response E-13. Therefore, overall improvement in air quality is anticipated to continue to accrue for the foreseeable future as current and more stringent state and federal regulations are implemented, resulting in an improvement in air quality when considered in a cumulative context.

**E-14** - Mitigation Measure 4.1-3(e) has been added to the Final EIR, as follows: "During construction activity, the operating time of all pieces of off-road diesel-powered equipment shall not exceed a combined total of 75 operating hours per day." Additionally, refer to Mitigation Measure 4.1-3(a), which requires that mass grading be limited to no more than 4.0 acres per day. These measures will ensure that daily construction activity is limited to no more than assumed and analyzed in the EIR.

**E-15** - Refer to Response E-13.

**E-16** - As explained in the EIR, California Assembly Bill (AB) 32, the California Climate Solutions Act of 2006, requires that statewide greenhouse gas (GHG) emissions be reduced to 1990 levels by the year 2020. Because AB 32 is the primary plan, policy or regulation adopted in the State of California to reduce GHG emissions, the City appropriately applied compliance with AB32 as the EIR's significance threshold. A



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 9 of 13

July 29, 2013 Page 8

The EIR adopts an improper threshold of significance for GHG emissions, namely whether the project will be consistent with the CARB Scoping Plan. The Draft EIR fails to evaluate such impacts with respect to SCAQMD's significance threshold tiered approach adopted December 5, 2008. Pursuant to this interim approach, if an industrial project exceeds the screening value, it is potentially significant and should be mitigated or the use of offsets employed. The screening value for an industrial project is 10,000MT/yr CO2e. By failing to provide an appropriate evaluation of the Project's GHG impact based on the most recent SCAQMD approach, the EIR fails as an informational document.

In addition, because project GHG impacts are significant per the above threshold, all feasible mitigation measures must be adopted. This is particularly true given, as the Draft EIR acknowledges, the role of local government in achieving GHG reductions. The project appears to take credit for regulatory requirements imposed by the State of California and the SCAQMD. These are already mandatory requirements of the project. Where impacts are significant, feasible mitigation measures must be adopted. The above recommended mitigation with an asterisk must be incorporated for the Project's significant GHG effects.

Mobile source emissions are the greatest component of the Project's GHG emissions. (DEIR Appendix G, p. 42). The Draft EIR discounts SCAQMD's comments on trip generation (see Appendix G, p. 37), thus, mobile emissions are likely understated. Even so, GHG mitigation relative to mobile sources is required where impacts are significant. For example, as the DEIR acknowledges, Action T-7 requires existing trucks/trailers to be retrofitted with the best available technology and/or CARB-approved technology. The DEIR claims this action measure is not applicable to the project. On the contrary, the project can be conditioned to require the use of cleaner technology on truck fleets. There is no showing why zero emission and/or other cleaner technologies cannot be employed for the project. Requiring the use of cleaner technologies obviously cuts down on project emissions.

Additionally, the Draft EIR does not find that the Project's GHG emissions will result in a cumulative impact. The evaluation of cumulative effects in the EIR is fatally defective as it omits many important projects including, for example, the World Logistics project or Prologis Eucalyptus project.

#### Traffic Impacts

The Draft EIR finds that the project will contribute on a cumulatively significant basis to impacts to seven roadway segments and five intersections.

The Draft EIR states that the project will make funding contributions for "Opening Year 2017" impacts to DIF and TUMF programs for improvements to various segments and intersections. It is stated that "[w]ith required payment of [] DIF fees and TUMF fees ... and implementation of the DIF and TUMF-funded improvements at the cumulatively impacted facilities, all cumulatively impacted roadway segments and intersections in Opening Year Cumulative (2017) Conditions would be reduced to a less than significant impact with the exception of two (2)

# Responses

numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin has <u>not</u> been established by the SCAQMD for projects where it is not the lead agency. Further, the screening threshold of 10,000 MT/year CO2e used by the SCAQMD for its own lead agency industrial projects applies to stationary sources of air pollution, such as smokestacks, whereas the proposed Project's primary source of air emissions is not a stationary source, but rather mobile source emissions associated with vehicles traveling to and from the property. The EIR quantifies and discloses the Project's annual greenhouse gas emissions even though a numerical significance threshold was not applied; as such, the EIR clearly does not fail as an informational document.

**E-17** - As concluded in the EIR, the proposed Project would result in a less than significant GHG emissions impact because the Project complies with AB32. Refer to Response E-16 for more information regarding the use of AB32 as a credible basis for determining significance. Mitigation measures are not required for impacts that are less than significant. Nonetheless, the EIR sets forth Mitigation Measure MM 4.2-1 and 4.2-2 to reduce reliance on fossil fuel usage. Additionally, refer to Responses E-7.1 through E-7.55.

**E-18** - The City respectfully disagrees with Commenter's and SCAQMD assertion that the EIR underestimates the Project's trip generation. The EIR assumes a maximum of 576 vehicle trips per day, including 265 passenger cars and 311 trucks. With only 54 loading bays proposed, this would mean that every bay would need to turn over at least 5 or 6 times a day to accommodate 311 trucks, which is highly unlikely (Cochran, 2013). The trip rates used in the EIR analysis are rates recommended by the Institute of Traffic Engineers (ITE), which are based on national scientific study. Additionally, the Commercial Real Estate Development Association (formerly known by the acronym NAIOP), commissioned a study of high-cube warehouses over 500,000 s.f. in size in the Inland Empire in 2011 using data collected in 2008. The NAIOP study covered 31 warehouse sites and was overseen by a Technical Advisory Group

E-16

E-17

E-18

E-19

E-20

-E-21

-E-22



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 10 of 13

July 29, 2013 Page 9

intersections: Western Way/Harley Knox Boulevard ... and Indian Street/Harley Knox ... " (DEIR p. 4.4-24, emphasis added) The EIR thus assumes the implementation of all traffic improvements except those as to the two aforementioned intersections. However, impacts to all intersections and segments are significant and unmitigated where there is no evidence that any of the necessary improvements are scheduled for implementation or funded under the programs. Mitigation is thus uncertain and unenforceable in contravention of CEQA's mandates. The Draft EIR simply notes that certain intersections are "covered" under the DIF-funding or TUMFfunding programs but does not state when these intersection improvements are scheduled to occur or how much funding has already been collected. As such, there is not substantial evidence to show that the improvements are likely to occur in time for the project or in the foreseeable future. The conclusion that cumulative conditions would be reduced to less than significant is not supported by the Draft EIR. (See, e.g., 2011 Annual Report, Transportation Uniform Mitigation Fee Program, Western Riverside Council of Governments, "Five Year Transportation Improvement Program," <a href="http://www.wrcog.cog.ca.us/downloads/AnnualReport for web.pdf">http://www.wrcog.cog.ca.us/downloads/AnnualReport for web.pdf</a>>, p.39, See, also, <a href="http://www.wrcog.cog.ca.us/downloads/2012CentralZoneTIP020612.pdf">http://www.wrcog.cog.ca.us/downloads/2012CentralZoneTIP020612.pdf</a> [detailing funded expenditures in the Central Zone]) Furthermore, TUMF improvements can take up to 9 years to become a reality from a local jurisdiction developing a project to completion of construction. (2011 Annual Report, Transportation Uniform Mitigation Fee Program, supra, p.7) Project prioritization, programming, and allocation of funds may also be a barrier to improvements on the roadways impacted by this project, (2011 Annual Report, Transportation Uniform Mitigation Fee Program, supra, p.10) The EIR's conclusion that project transportation impacts on local roadways and intersections are less than significant after mitigation is simply not supported by evidence and the realities of these fair share programs.

Furthermore, MM 4.4-1 is unenforceable and uncertain where there is no evidence to show that the City of Perris has or will establish a fair-share funding program for improvements to the Western Way/Harley Knox and Indian Street/Harley Knox intersections, or that there will be sufficient funding under any program or a schedule in place for the improvements under any program. The Draft EIR concludes that impacts to these intersections are "significant and unavoidable" because the improvements are outside the jurisdiction of the City. However, it is simply unacceptable to allow these intersections to operate at unacceptable levels in the long-term without any assurance of mitigation. The City is charged with the duty under CEQA to adopt all feasible mitigation measures. The Draft EIR fails to disclose why the City as the lead agency for the project could not take further, more enforceable steps to ensure the mitigation of significant project impacts.

In addition, all measures necessary to reduce significant project impacts including those for traffic must be adopted as mitigation measures. Many measures are identified as "project requirements (PR)." The City must adopt all measures necessary to reduce significant project impacts as mitigation measures to ensure their enforceability pursuant to CEQA.

As to trip length and frequency, it is noted in the Draft EIR that the SCAQMD predicts a greater frequency of truck trips for similarly situated industrial/warehouse projects. As the agency with

#### RESPONSES

with representatives of the City of Moreno Valley, WRCOG, RCTC, San Bernardino County Associated Governments (SANBAG) and UC Riverside. That study revealed that no single trip generation rate is uniformly applicable to all warehouse projects, but that on average, trips generated by large warehouses in the Inland Empire are 0.9904 trips per thousand square feet (TSF), which is less than the rate recommended by the ITE and used in the Project's traffic report. Additionally, as stated in EIR Section 4.1, Air Quality, and Section 4.2, Greenhouse Gas Emissions, air emissions calculated for the Project and disclosed in the EIR are likely overstated because no credit for, or reduction in, emissions was assumed based on diversion of existing trips. A one-way trip length of 17 miles was assumed for passenger cars and a one-way trip length of 61 miles was used for trucks, which is longer than recommended by AQMD in its CalEEMod model calculations.

**E-19** - The EIR correctly concludes that GHG emissions are less than significant. Mitigation measures are not required for impacts that are less than significant. Also refer to Response E-8.3, E-13 and E-16.

**E-20** - Refer to Response E-13.

**E-21** - This statement is accurate.

**E-22** - The Western Riverside Council of Government's (WRCOG's) TUMF program was established to provide funding for infrastructure improvements warranted by development projects in the region that contribute vehicular traffic to the circulation network. As stated in the TUMF Nexus Study (2012, page 10), "the idea behind a uniform mitigation fee is to have new development throughout the region contribute equally to paying the cost of improving the transportation facilities that serve longer distance trips between communities. Thus, the fee should be used to improve transportation facilities that serve trips between communities within the region (primarily arterial roadways) as well as the infrastructure for public transportation." Using the 2013/14

E-22

E-23

E-24

-E-25

fee schedules, the proposed Project would be obligated to pay \$429,094 in TUMF fees. An annual inflation adjustment is considered by WRCOG each year in January. Similarly, the City of Moreno Valley's DIF program collects and applies funding for local roadway improvements, to which the proposed Project is required to contribute \$398,333 using 2013 fee rates. In total, the Project's TUMF and DIF fee obligations using current rates would be \$827,427.

CEQA allows for the assessment of a fee as an appropriate form of mitigation when it is linked to a specific mitigation program. In this case, the TUMF and DIF are established mitigation programs and WRCOG and the City of Moreno Valley have successful track records of implementing transportation improvements as warranted. The EIR and EIR Appendix F acknowledge that the Project would contribute to cumulatively significant traffic impacts that would not be directly caused by the Project's traffic alone. As such, it is inappropriate to tie the improvement timing for those to the proposed Project. As noted in Table 4-3 of EIR Appendix F, the Opening Year Cumulative (2017) analysis considers the implementation of 52 other cumulative development projects in the vicinity of the Project site. Each of these cumulative developments would also be required to contribute TUMF fees to address improvements needed to regional facilities. Other projects in the City of Moreno Valley would also be required to pay DIF fees. The timing of improvement needs will be determined in part by the pace at which cumulative development projects are implemented and TUMF and DIF funds are collected. WRCOG and the City of Moreno Valley conducts on-going monitoring of the circulation system and plans for the expenditure of TUMF and DIF funds as deficiencies in the regional and local transportation network are identified or anticipated. The payment of these fees as mitigation has a nexus and rough proportionality to the Project's impacts. CEQA does not require that single projects bear the expense of fully mitigating a significant cumulative impact.

**E-23** - The EIR acknowledges that Mitigation Measure 4.4-1 might not be



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 11 of 13

July 29, 2013 Page 10

expertise in the area of air emissions in Southern California, the guidance of the AQMD must be followed for project analyses. Truck trips are understated.

The Draft EIR and supporting traffic study both state that 53 cumulative projects were included in the opening year 2017 cumulative conditions analysis. It is not clear that this list is comprehensive list with respect to the number of industrial/warehouse projects approved or proposed for approval in the City at this time. Also it is not appropriate to reduce traffic projections as to these cumulative projects as stated in the Draft EIR.

Overall, the conclusions of the Draft EIR with respect to analysis of traffic impacts are not supported by substantial evidence.

#### **Biological Impacts**

The 2012 biological study concludes that the California horned lark, a California Species of Special Concern, was observed on site. The Draft EIR states that impacts to said species are covered by payment of the MSHCP fee but this is not reflected in the biological study (see, DEIR Appendix G p. 21). The EIR must show that the payment of the MSHCP fee is adequate mitigation for the loss of this species.

Impacts to the Special Status Plant Species, the smooth tarplant, also may be significant. The Draft EIR claims that impacts are less than significant because the "persistence" of the species is not furthered by the existence of two plants on site. However, mitigation is required where the project results in the loss of this protected plant species.

#### Noise

The Project site is located in close proximity to large residential developments to the north. Existing residences are also located to the north and south. The closest residence is located within 165 feet of the project site. See, DEIR p. 4.3-28. All six phases of construction are expected to generate noise in excess of the City's noise standard, 65 dBA Leq. If construction phases overlap, noise conditions are even worse. For instance, at 200 feet during project grading, noise levels of 87.8 dBA Leq will be experienced. During the 6-month building construction phase, noise levels of 83.3 dBA Leq will be experienced. The Draft EIR concludes that construction noise impacts are significant and unavoidable. Prior to making this conclusion, however, the lead agency is obligated to adopt all feasible mitigation. Feasible construction noise mitigation includes, but is not limited to,

- 1. Prohibiting construction activities during weekends.
- Temporary noise barriers must be installed during project construction around the entire construction area.
- 3. Where technically feasible, utilize only electrical construction equipment
- 4. Create a noise management plan allowing for input by residents.

In addition, the assumptions of the noise analysis relative to equipment usage must be made requirements of the project; for instance, the noise analysis assumes the use of only one grader

#### RESPONSES

effective; thus, the EIR correctly concludes that the Project's significant cumulative impact to these two intersections in the City of Perris would be significant and unavoidable. CEQA does not preclude a CEQA lead agency from adopting mitigation measures that might not be effective so long as the uncertainty is acknowledged and a statement of overriding considerations is adopted, which is the case in this circumstance. As an informational document, the EIR provides full disclosure for informed decision-making. It is not the purpose of CEQA or obligation of the City of Moreno Valley or this Project to assure full mitigation of an impact where the responsibility of implementing the measure is under the authority of another government jurisdiction.

**E-24** - The EIR distinguishes between mitigation measures that the City is applying to address the Project's environmental impacts (Mitigation Measures, labeled "MM" in the EIR) and other mandatory measures that the Project is obligated to comply with pursuant to federal, state, and local laws and requirements (Project Requirements, labeled "PR" in the EIR). The City does not have the discretion over federal and state laws and requirements and is not exercising its discretion to make any revisions or modifications to local laws regarding the proposed Project. The EIR's characterization of Mitigation Measures and Project Requirements is appropriate. The Project Requirements specified in EIR Section 4.4, Transportation/Traffic, are proposed Project design features over which the City has discretion, so they have been changed to Mitigation Measures in the Final EIR.

**E-25** - Refer to Response E-18.

**E-26** - The list of cumulative projects was compiled based on lists of past, present, and probable future projects on file with the City of Moreno Valley, City of Riverside, City of Perris, and County of Riverside at the time the EIR's NOP was released for public review (December 2, 2012). Additionally, the geographic area of study was determined based on a reasonable distance at which the traffic of other projects would mix with

E-25

E-26

E-27

E-28

E-29

E-30

E-31

E-32

traffic from the proposed Project in the Project's traffic study area. Traffic from other projects beyond this distance is captured in the analysis by the application of a 2% annually compounded growth rate over five (5) years. The Commenter does not suggest any additional projects that should have been considered in the cumulative analysis. The Commenter also does not provide any evidence to demonstrate adding additional projects, if any would be appropriate to add, would result in new impacts or more severe impacts than disclosed in the EIR.

**E-27** - Refer to Responses E-22 though E-26. Substantial evidence is provided to support the traffic analysis contained in the EIR.

**E-28** - As noted in Table 3 of the Biological Technical Report (EIR Appendix G, Page 15), the California horned lark is a covered species under the MSHCP. Confirmation of the coverage status for this species is provided in the California Horned Lark section of Volume 2, Section B of the MSHCP Reference Document, which states: "conservation for this species will be achieved by the inclusion of at least 153,750 acres of suitable Conserved Habitat and the Core Areas within the Prado Basin, Wasson Canyon, and Mystic Lake/San Jacinto Wildlife Area, as well as a portion of the Core Area within the Murrieta/Murrieta Hot Springs area (Proposed Core 2)."

Pursuant to Moreno Valley Municipal Code Chapter 3.48 (Western Riverside County Multiple Species Habitat Conservation Plan Fee Program), the Project applicant would be required to contribute appropriate MSHCP fees to assist in the establishment of the MSHCP Reserve System, of which the Project site is not a part. Payment of this fee is considered full mitigation for the Project's impacts to covered species within the MSHCP for projects (such as the proposed Project) that are not identified as part of the Reserve System established by the MSHCP.



From Johnson Sedlack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 12 of 13

July 29, 2013 Page II

for 3.2 hours during the 8 hour workday. If the number of equipment or hours of operation is increased, the noise impacts are greater.

#### Alternatives Analysis

CEQA prohibits the narrowing of project objectives so that the analysis of project alternatives is also limited. Here the "primary" objective of the project is to construct and operate "one logistics center warehouse building ... on a property designated for industrial development..." In fact, objectives  $\Lambda$  - D state the objective of the project is to develop a logistics building including one that achieves a minimum floor area ratio (FAR) of 0.5. By narrowing objectives in this manner, the Draft EIR forecloses meaningful consideration of alternatives to the proposed project. It is not clear that any of the alternatives evaluated in the Draft EIR are capable of satisfying the specific project objectives.

Even so, where there is an environmentally superior alternative that significantly decreases the significant impacts of the Project then that alternative must be approved rather than the Project if that alternative is feasible. Public Resources § 21002; *Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal. App.4th 587, 597, State CEQA Guidelines § 15126.6(b). In this case, the reduced project alternative would reduce impacts when compared with the Project, in particular the air quality noise and traffic impacts. The reduced intensity alternative would also satisfy most of the Project objectives in that it would develop a 194,525 sf industrial building. The Draft EIR discloses that the alternative would meet all project objectives "yet to a lesser degree." Accordingly, absent legally adequate findings of infeasibility, the reduced intensity alternative must be approved over the Project.

Furthermore, to satisfy CEQA's mandate that the EIR shall consider a "reasonable range" of alternatives capable of reducing or eliminating significant project impacts (Guidelines § 15126 (a)), other alternatives should be considered which would substantially reduce significant air quality impacts. These alternatives would involve putting this development to alternative uses not reliant on heavy trucks. For example, the LI and/or BPX designations permit agricultural uses and animal raising, laboratories, research and development, public administration, manufacturing and assembly, nurseries, cahinct and business schools, athletic clubs, banks, offices, public administration, etc. which would reduce the Project's operational emissions and contribution to TACs. Development of the Project site with one of the permitted uses such as with laboratories, research and development, public administration, or manufacturing and assembly would better achieve Project objectives of creating jobs and increasing economic benefits. Such a use would also be more compatible with the surrounding residential uses while reducing the number of heavy trucks accessing the site and associated air quality, health, traffic, and noise impacts.

Putting the proposed development toward these uses instead of its present proposed use will substantially reduce the impacts and health risks from VOC and NOx, diesel PM, traffic, and

#### RESPONSES

As noted by Section 6.8.1 of the Western Riverside County MSHCP:

"In accordance with the Habitat Conservation Plan ("No Surprises") Assurances Rule (63 Federal Register 8859, as codified in 50 C F.R. Sections 17.3, 17.22[b] and 17.32[b]), it is acknowledged that the purpose of the Western Riverside County MSHCP is to provide for the Conservation of Covered Species and the mitigation, minimization and compensatory measures required in connection with incidental taking of the Covered Species in the course of otherwise lawful and permitted activities within the MSHCP Plan Area. Accordingly, as described below and except as otherwise required by law and/ or provided under the terms of the MSHCP Plan and except for Unforeseen Circumstances, in particular as these requirements are addressed in Section 6.8.2 of this document, no further mitigation or compensation shall be required by the Service to address impacts of Covered Activities undertaken by the Permittees, Third Parties Granted Take Authorization and Participating Special Entities, pursuant to the Federal Endangered Species Act. Pursuant to 50 Code of Federal Regulations, sections 17.22(b)(5) and 17.32(b)(5), the Service shall not require from the Permittees, Third Parties Granted Take Authorization, Participating Special Entities, or other individuals or entities receiving Take Authorization under the Permits the commitment of additional land or financial compensation or additional restrictions on the use of land or other natural resources with regard to Covered Activities and their impact on Covered Species beyond that provided pursuant to the Western Riverside County MSHCP, provided that the Permittees are properly implementing the Plan, the IA and the Permits. In the event that the USFWS makes a finding of Unforeseen Circumstances and such Unforeseen Circumstances warrant the requirement of additional mitigation, enhancement or compensation measures, any such additional measures shall be restricted to modification of the management of the MSHCP Conservation Area, and shall be the least burdensome measures available to address the Unforeseen Circumstances."

-E-32

E-33

E-34

E-35

To date, the Service has not made a finding of Unforeseen Circumstances requiring additional mitigation for the California horned lark. Therefore, and in accordance with the No Surprises rule of the MSHCP, the Project's payment of MSHCP fees, as required by Municipal Code Chapter 3.48, is considered full and complete mitigation for the Project's impacts to this species. Therefore, the City finds that the Project Applicant's mandatory payment of MSHCP fees represents adequate mitigation for the loss of this species.

**E-29** - MSHCP Section 6.3.2 (Additional Survey Needs and Procedures) provides specific survey and conservation requirements associated with special status plant species, including the smooth tarplant. As noted in MSHCP Section 6.3.2, for sites where special status plant species have been identified, "...90% of those portions of the property that provide for long-term conservation value for the identified species shall be avoided until it is demonstrated that conservation goals for the particular species are met."

In the case of the proposed Project, the Project's biologist (URS Corporation) conducted a site-specific survey of the site for the smooth tarplant, the results of which are contained in EIR Appendix G2. As noted in Appendix G2 (refer to the "Results" section), "Due to surrounding land use on the Project site and vicinity, it is unlikely that this species would establish a larger population and impacts to these two plants is not likely to have a significant impact on the persistence of the species." A similar discussion also is provided under the discussion "Plant Species" under the analysis of Threshold 1 in EIR Section 4.5.3. Based on the professional opinion of the Project's biologist, the Project site would not provide for long-term conservation value for the smooth tarplant, and therefore does not require site-specific mitigation pursuant to MSHCP Section 6.3.2.

Please refer also to the discussion provided under Response E-28 for a discussion of why additional mitigation is not required for species, such as the smooth tarplant, that are covered by the MSHCP and for which no

-397

finding of Unforeseen Circumstances has been made by the Service.

Therefore, the EIR correctly concludes that Project impacts to the smooth tarplant represent less-than-significant impacts that do not require mitigation, and no revision to the EIR is warranted pursuant to this comment.

**E-30** - Commenter correctly describes the information provided in EIR Section 4.3.

**E-31** - Regarding the construction noise analysis, the significance criteria used in the EIR is based on the City's noise ordinance for operational activities, as the City does not have any noise limits at all for construction activities. As a very conservative approach, the EIR applied the operational noise standard (60dBA at 200 feet) to the construction process. As disclosed in the EIR, there are a few non-conforming residential structures located near the property, with the closest concentration of residential homes being located north of the Perris Valley Channel, approximately 1,500 feet north of Project site's northeastern corner. As shown on EIR Tables 4.3-5 through 4.3-10, noise levels exceeding 65 dBA (assuming a clear line of sight and all assumed equipment operating simultaneously) could occur to this residential area during site preparation and grading activities (approximately 3 weeks in duration) and to a lesser extent during building construction (6 months in duration).

Mitigation restricting construction activities to weekdays would not serve to reduce the Project's construction noise impacts. The total number of days required to implement the Project would be the same regardless of whether the Project construction activities occur seven days a week or are restricted to weekdays only. Thus, a mitigation measure prohibiting construction activities during weekends only would serve to increase the total duration of each construction phase, without reducing the number of days that nearby sensitive receptors would be exposed to construction noise levels exceeding the City's standard. Furthermore, mitigation

<del>-</del>398

already is imposed on the Project (refer to Mitigation Measure MM 4.3-1) that restricts construction hours to between 7:00 a.m. and 8:00 p.m. so as to minimize potential impacts to nearby sensitive receptors. Accordingly, no revision has been made to the EIR to restrict construction activities only to weekdays, as such a mitigation requirement would not be effective in reducing construction-related noise levels.

Regarding Commenter's suggestion to install a temporary noise barrier, a noise barrier can reduce sound levels by as much as 15dBA, but the use of barriers have limitations. For a noise barrier to work, it must be high enough and long enough with no openings, to block the view of the noise source. Therefore, to be effective in mitigating construction-related noise, any temporary barrier at the Project site would need to be at least 30 feet tall along San Michelle Road and stable enough to withstand wind forces and other potential hazards that may cause it to collapse into the San Michelle right-of-way. Furthermore, construction noise associated with installation of the barrier would likely occur longer than the three (3) weeks that site preparation and grading is anticipated to occur in the first place, thereby not eliminating the impact. Regardless, to reduce, but not eliminate, the Project's significant and unavoidable construction noise impact, Mitigation Measure MM 4.3-2 has been added to the EIR, as follows "As a condition of the Project's building permit, the perimeter wall planned along San Michelle Road and at the corner of San Michelle Road and Perris Boulevard shall be installed early in the construction process." It is acknowledged that this wall will have openings for driveway access, but nonetheless would partially mitigate the temporary construction-related noise impact to residents positioned north of the property.

Mitigation Measure 4.1-3(k) has been added to the Final EIR as follows "Electric-powered construction equipment and tools shall be used when technically feasible." As indicated in EIR Tables 4.3-5 through 4.3-10, all of the construction equipment cannot be feasibly powered by electricity. For example, during grading (when construction noise levels would be

# 400

#### RESPONSES

highest), the primary noise generating sources would be water trucks, scrapers, graders, rubber tired dozers, excavators, and tractors/loaders/backhoes (as presented in EIR Table 4.3-7). These types of construction equipment are not commercially available in electric-powered models.

It is unclear from this comment how a noise management plan that would require review and input by the public would serve to reduce the Project's construction-related noise levels. Mitigation has been imposed on the Project (refer to EIR Mitigation Measures 4.3-1 and 4.3-2) that restricts construction hours; requires properly maintained mufflers on construction equipment; requires stationary construction equipment and staging areas to be located as close as possible to the center of the western property line (which is the portion of the site furthest away from nearby noise-sensitive uses); requires adherence to the City-approved haul routes; and requires the construction of the wall along San Michelle Road and at the corner of San Michelle Road and Perris Boulevard early in the construction process. Aside from the specific mitigation recommendations that are addressed in the paragraphs above, this comment does not identify any additional construction noise-attenuation measures that would need to be included in a noise management plan and that would serve to reduce the Project's near-term construction impacts. Accordingly, no revision has been made to the EIR to require a construction noise management plan.

**E-32** - The construction noise levels shown in EIR Tables 4.3-5 through 4.3-10 were calculated using the Federal Highway Administration (FHWA) Construction Noise Model (January 2006). The usage factor identified in these tables is based on a reasonable estimate of the duration of peak noise levels (Lmax) from each piece of construction equipment. The FHWA's estimate of equipment usage factors are based on extensive measurements resulting from the FHWA's observation of actual construction activities (refer to Section 9.4.1 of the FHWA Construction Noise Model, which describes the methodology for determining the usage factors identified in the model). The usage factor is a necessary component of the Construction Noise Model because it accounts for the

# 401

#### RESPONSES

fact that each individual piece of construction equipment does not operate at a constant noise level; rather, noise levels for individual pieces of equipment vary depending on the intensity of the activity. For example, a grader that is idling will produce substantially less noise than a grader that is operating at maximum capacity while moving earth materials. A usage factor must be identified in order to avoid overstating the intensity of noise levels from construction equipment. The City finds that the usage factor identified by the FHWA Construction Noise Model represents a reasonable estimate of the noise levels that could be anticipated during construction activities.

Furthermore, the usage factor identified by the FHWA Construction Noise Model does not assume that each piece of equipment operates only during limited hours of the day. On the contrary, the usage factor estimates the fraction of time each piece of equipment is operating at full power during a construction operation, as noted in Footnote 2 to EIR Tables 4.3-5 through 4.3-10. For example, the Construction Noise Model assumes that although the grader may be used throughout the 8-hour work day, the grader would only produce peak noise levels approximately 40% of the time (or 3.2 hours during an 8-hour work day). Thus, it would not be feasible for the City to impose a mitigation measure requiring that construction equipment adhere to the usage factors identified in EIR Tables 4.3-5 through 4.3-10, as such a requirement would be arbitrary and unenforceable, as well as unnecessary given the extensive research conducted by the FHWA in developing the usage factor rates for each individual piece of equipment. To address construction-related air emission effects, which also would in part also address noise sources, Mitigation Measure 4.1-3(e) has been added to the Final EIR, as follows: "During construction activity, the operating time of all pieces of offroad diesel-powered equipment shall not exceed a combined total of 75 operating hours per day." Additionally, Mitigation Measure 4.1-3(a) requires that mass grading be limited to no more than 4.0 acres per day, which also in part would address noise sources.

# **-402**-

### RESPONSES

**E-33** - The City finds that the Commenter's assertion that the Project objectives have been narrowed so as to limit the analysis of alternatives is incorrect. As stated in CEQA Guidelines § 15126.6(b), "...the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, *even if these alternatives would impede to some degree the attainment of the project objectives*, or would be more costly" (emphasis added). CEQA Guidelines Section 15126.6(c) further clarifies that one of the factors that may be relied upon in eliminating an alternative from detailed consideration in an EIR is its "failure to meet most of the basic objectives." Thus, CEQA allows for the rejection of alternatives that would fail to meet most of the basic objectives of a project, but does not allow for rejecting alternatives merely on the basis that the alternative would not meet one or more of the project's individual objectives.

As stated in EIR Section 3.2, the primary objective of the proposed Project "...is to construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the Moreno Valley Industrial Area Plan (Specific Plan 208)." As stated in EIR Section 6.2 (Alternatives Considered and Rejected), alternatives that were rejected from detailed consideration in the EIR due to a conflict with the Project's objectives were not rejected simply because they did not meet one or more of the Project's objectives; rather, such alternatives were rejected only if "...they could not accomplish the basic objectives of the Project..." (Final EIR at Page 6-3). Since the Project's primary objective is to construct and operate a logistics center warehouse building, only those alternatives that did not involve the construction and operation of a logistics center warehouse building were rejected from detailed consideration due to a conflict with the Project's primary and basic objective. Other alternatives that would provide for a logistics center warehouse building were considered, even if they would impede to some degree the attainment of the various objectives listed in EIR Section 3.2. For example, Alternative 4 (Reduced Project/North Building Alternative) would not achieve the Project's objectives to achieve a minimum FAR of

# **-4**03-

#### RESPONSES

0.5, and would be less effective in providing logistics center warehouse building space in comparison to the proposed Project; nonetheless, because Alternative 4 would provide for a logistics center warehouse building, it was not rejected from detailed consideration in the EIR because it would, to some degree, achieve the Project's basic and primary objective.

Therefore, the City finds that the range of Project alternatives studied in EIR Section 6.0 represents a reasonable range that is in full compliance with CEQA requirements, and further finds that the Project objectives listed in EIR Section 3.2 did not narrow the meaningful consideration of alternatives in the EIR.

**E-34** - Neither CEQA nor the CEQA Guidelines provide any definition of the "environmentally superior alternative," nor do they identify any prescribed methodology for determining which alternative is "environmentally superior." Thus, it is left to the City as the Lead Agency to determine the best way to comply with the requirement in CEQA Guidelines Section 15126.6(e)(2) that the EIR identify an environmentally superior alternative, and to determine whether such alternative would "significantly decrease the significant impacts of the Project."

In the case of the Reduced Project/North Building Alternative (Alternative 4), and as cited under the "Conclusion" subheading in EIR Section 6.3.4, "...selection of the Reduced Project/North Building Alternative would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental impacts to occur elsewhere rather than be avoided." This is because the demand for warehouse space is driven by market conditions, and the reduction in warehouse space on-site would result in an increased demand for warehouse space in other locations within the City or nearby jurisdictions as needed to meet the regional demand for industrial warehouse space. Thus, although Alternative 4 may reduce the

# **-404**-

#### RESPONSES

site-specific air quality emissions associated with the proposed Project, overall regional emissions would not be substantially reduced because any reduction in air quality emissions on-site (due to reduced building area) would be accompanied by a concomitant increase air quality emissions in other locations as a result of the increase in building area in off-site locations as needed to satisfy the regional demand for warehouse space. Similarly, although a reduction in building area on-site may result in a reduction in the Project's cumulative near-term and unavoidable traffic impact to the intersections of Western Way/Harley Knox Boulevard and Indian Street/Harley Knox Boulevard, it is reasonable to conclude that increased development of warehouse space in other locations within the City or adjacent jurisdictions likely would result in similar (or increased) cumulative impacts to other locations within western Riverside County. Furthermore, although Alternative 4 would result in a reduction in sitespecific noise levels during construction due to the decreased duration of construction activities on-site, the reduced building area on-site would merely result in increased building area at other locations within the City or adjacent jurisdictions, the construction of which would result in an increase in construction-related noise impacts at off-site locations.

Regardless, the City of Moreno Valley Planning Commission will consider adoption of Alternative 4 during public hearings for the proposed Project, and will make specific findings at that time as to whether the factors cited above provide substantial evidence to justify the rejection of Alternative 4 in accordance with CEQA Guidelines Section 15126.6.

**E-35** - The Commenter's suggestion that the EIR must consider alternatives that "...would involve putting this development to alternative uses not reliant on heavy trucks..." would represent a direct conflict with the Project's primary and basic objective to "...construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the Moreno Valley Industrial Area Plan (Specific Plan 208)." As stated in CEQA Guidelines Section 15126.6(c), one of the factors that may be used to



From Johnson SedTack 1.951.506.9725 Mon Jul 29 16:01:52 2013 PST Page 13 of 13

July 29, 2013 Page 12

noise. What is more, development could potentially would meet or exceed the employment creation and economic objectives of the Project and occur in a manner that better diversifies industrial uses and jobs within the City and region (project objective E).

In total, the range of project alternatives is not reasonable and the City is obligated to adopt the environmentally superior alternative in lieu of the project.

#### Satisfaction of Project Objectives

The Project objective of increasing jobs is speculative. The Prologis Eucalyptus Industrial Park Draft EIR recently concluded that there may be an over-supply of warchousing in the City. (See, Prologis Eucalyptus Industrial Park Draft EIR, SCH No. 2008021002, p. 4.8-18). The EIR fails to disclose that, as a result of this oversupply of warchousing, the Project may not satisfy its own Project objectives to "attract new businesses and jobs." If the market for industrial warchousing in Moreno Valley is indeed oversaturated, this undercuts alleged benefits of the Project.

Thank you for your consider of the above comments.

Sincerely

Raymond W. Johnson JOHNSON & SEDLACK

#### RESPONSES

eliminate alternatives from detailed consideration in an EIR includes a "failure to meet most of the basic project objectives." Alternatives that would proposed to develop the site with "agricultural uses and animal raising, laboratories, research and development, public administration, manufacturing and assembly, nurseries, cabinet and business schools, athletic clubs, banks, offices, public administration, etc.," would fail to meet the Project's primary and basic objective to develop the site with a logistics center warehouse building. Furthermore, CEQA Guidelines Section 15126.6(a) clarifies that an "...EIR need not consider every conceivable alternative to a project." Accordingly, alternatives that would not involve the construction of a logistics center warehouse building have been properly rejected from detailed consideration in the EIR in accordance with CEQA Guidelines Section 15126.6, irrespective of the degree to which such alternative uses may result in reduced impacts to the environment or the degree to which such alternative uses may achieve one or more of the Project's secondary objectives.

**E-36** - For the reasons stated above in Responses E-33 through E-35, the City finds that the range of alternatives studied in the EIR fully complies with CEQA Guidelines Section 15126.6. Additionally, and for the reasons cited above in Response E-34, the City further finds that Alternative 4 would not substantially reduce the Project's environmental effects, although the Planning Commission will consider adoption of Alternative 4 during public hearings for the proposed Project and, if appropriate, will be required to make specific findings demonstrating its rationale for approval of the proposed Project in lieu of Alternative 4.

**E-37** - As noted in the Prologis Eucalyptus Industrial Park Draft EIR, "... the addition of industrial space from the proposed project and the adjacent West Ridge (industrial) project may create an over-supply of warehousing space in the City, *based on current economic conditions*" (pg. 4.8-18, emphasis added).

The Notice of Preparation (NOP) for the Prologis Eucalyptus Industrial

E-37

# 406

#### RESPONSES

Park Draft EIR (SCH No. 2008021002) was distributed in 2008, which established the environmental baseline conditions evaluated in the Prologis EIR in accordance with CEQA Guidelines Section 15125(a). At the time the Prologis NOP was published and distributed for public review in 2008, the United States and western Riverside County had recently entered into a recession that lasted from December 2007 to June 2009, according to information available from the National Bureau of Economic Research (available on-line at <a href="http://www.nber.org/cycles.html">http://www.nber.org/cycles.html</a>). The 2007-2009 recession resulted in a depressed demand for industrial space within western Riverside County.

The NOP for the proposed Project was published and distributed for public review in December 2012, by which time the 2007-2009 recession had ended and economic circumstances had improved. Therefore, the statement in the Prologis Eucalyptus Industrial Park Draft EIR that there may have been a potential for over-supply of warehousing space in the City based on economic conditions that existed in 2008 does not provide substantial evidence demonstrating a potential for oversupply of warehousing space in the current post-recession era. Thus, the City finds that there is no evidence provided in this comment or anywhere in the administrative record demonstrating that there is an overabundance of warehouse space under the current post-recessionary economic conditions, and further finds that the EIR's discussion of the Project's potential benefits of providing business and jobs are valid factors to be considered by the Planning Commission during public hearings for the proposed Project.





### SAN GORGONIO CHAPTER

4079 Mission Inn Avenue, Riverside, CA 92501 (951) 684-6203 Membership/Outings (951) 684-6203 Fax (951) 684-6172

Regional Groups Serving Riverside and San Bernardino Counties: Big Bear, Los Serranos, Mojave, Moreno Valley, Mountains, Tahquitz, Santa Margarita.

Good afternoon Ms Descoteaux.

The following are some Sierra Club comments on the First Inland Logistic Center II DEIR.

The FEIR needs to explain why Tier IV construction equipment and non-diesel generators are not going to be required to protect the health of Moreno Valley residents.

The Sierra Club doesn't accept the information on GHG and expects the FEIR to have a more thorough explaination of this projects contribution to this major problem.

The FEIR must include all warehouse/logistic center projects going through planning within in the City of Moreno Valley in the cumulative impacts or the document will be insufficient and inadequate.

This project will significantly impact at least seven roadways. The FEIR must make sure that Moreno Valley residents do not need to suffer. The Sierra Club expects the FEIR to show how this will be resolved and what has been done to coordinate with the City of Perris and other projects to help resolve this unacceptable situation.

The Biological impact are significant and are not fully mitigated. Out valley is home to more than 20 species of raptors and to take away all these acres from foraging is an impact. It is also an impact to possible agricultural uses which are not addressed. Two individual smooth tarplants are significant and could impact the persistence of the species -- especially if everywhere two tarplants are considered not significant and therefore allowed to be eliminated. The Sierra Club expects the FEIR to explain more on what mitigation measures will be taken for all these species -- including the western burrowing owl. The FEIR must prove that the

RESPONSES

- **F-1** As concluded in the EIR, the proposed Project would not result in a direct or cumulatively significant health risk. Mitigation measures are not required to be imposed for impacts that are not significant. Also refer to Responses E-7.1 through E-8.55.
- **F-2** A discussion and analysis of the Project's impacts due to greenhouse gas (GHG) emissions is provided in EIR Section 4.2. It is unclear from this comment what additional information needs to be added to Section 4.2 to fully disclose the Project's contribution to global warming. Accordingly, no revision to the EIR has been made pursuant to this comment.
- **F-3** Please refer to EIR Section 4.0.2, which describes the cumulative projects assumed in the analysis of the Project's potential for resulting in cumulatively significant impacts. As noted therein, the EIR for the Project uses the summary of projections approach, except for the evaluation of cumulative traffic and vehicular-related air quality and noise impacts, which instead rely upon the list of projects approach in accordance with the City of Moreno Valley Transportation Engineering Division's Traffic Impact Analysis Preparation Guide (Final EIR at Page 4.0-2). This comment does not identify any projects that were not considered as part of the cumulative impact analyses provided in the EIR. As such, no revision to the EIR has been made pursuant to this comment.
- **F-4** As discussed in EIR Section 4.4.7, although the Project would result in cumulative impacts at seven (7) roadway segments and five (5) intersections in Opening Year Cumulative (2017) Conditions, with required payment of City of Moreno Valley DIF fees and TUMF fees (see PR 4.4-3) and implementation of the DIF and TUMF-funded improvements at the cumulatively impacted facilities, all cumulatively impacted roadway segments and intersections in Opening Year Cumulative (2017) Conditions would be reduced to a less than significant impact with the exception of two (2) intersections: Western Way/Harley

-F-2

-F-3

-F-4

F-5

# 408

#### RESPONSES

Knox Boulevard and Indian Street/ Harley Knox Boulevard. Although improvements are anticipated to relieve these deficiencies in the long-term along Harley Knox Boulevard, funded by the North Perris Road Bridge and Benefit District, there is no assurance that the improvements will be in place at the time of the proposed Project's Opening Year Cumulative (2017) Conditions. Thus, the cumulative impact is considered a near-term impact, until such time as the intersection improvements are in place.

Accordingly, the EIR identifies mitigation measures to address all of the Project's impacts to study area roadways and intersections, although the impacts to Western Way/Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard are conservatively assumed to comprise significant unavoidable impacts of the proposed Project under near-term conditions, prior to the completion of improvements per the North Perris Road Bridge and Benefit District. As noted above in Response C-9, these impacts are evaluated as significant and unavoidable because the Project Applicant cannot assure the timing of improvements to these intersections, and because it is not known whether all of the cumulative developments that would contribute to this cumulatively significant impact would be in place at the time of the Project's opening year in 2017. It is possible that cumulatively significant impacts to these intersections may not occur if some or all of the cumulative developments are not implemented prior to the Project's opening year (2017). Nonetheless, improvements to these intersections would occur per the North Perris Road Bridge and Benefit District, which ultimately would fully address the Project's cumulative impacts to these intersections once the necessary improvements have been implemented. It is unclear from this comment what additional mitigation would be required to resolve this situation beyond what is already specified in the Project's EIR. Accordingly, no revision to the EIR has been made pursuant to this comment.

**F-5** - The proposed Project occurs within the Western Riverside County MSHCP, which has been designed to provide for the long-term conservation of habitat for plant and animal species throughout western

Riverside County. Pursuant to Moreno Valley Municipal Code Chapter 3.48 (Western Riverside County Multiple Species Habitat Conservation Plan Fee Program), the Project applicant would be required to contribute appropriate MSHCP fees to assist in the establishment of the MSHCP Reserve System, of which the Project site is not a part. Payment of this fee is considered full mitigation for the Project's impacts to covered species within the MSHCP for projects (such as the proposed Project) that are not identified as part of the Reserve System established by the MSHCP. Please refer also to Response H-3.

Impacts to agricultural resources are discussed in EIR Section 5.4.2. As indicated in the discussion therein, the Project: does not contain any Important Farmland types; is not subject to a Williamson Act Contract and is not within an agricultural preserve; would not conflict with the site's existing industrial zoning designation; and would not directly or indirectly result in the conversion of adjacent properties from agricultural to non-agricultural uses. This comment does not identify any potential impacts to agricultural resources that are not already addressed in EIR Section 5.4.2. Accordingly, no revision has been made to the EIR pursuant to this comment.

Please refer to Response E-29 for a detailed discussion of impacts to the smooth tarplant. As indicated in that discussion, the Project's biologist (URS Corporation) conducted a site-specific survey of the site for the smooth tarplant, the results of which are contained in EIR Appendix G2. As noted in Appendix G2 (refer to the "Results" section), "Due to surrounding land use on the Project site and vicinity, it is unlikely that this species would establish a larger population and impacts to these two plants is not likely to have a significant impact on the persistence of the species." Based on the professional opinion of the Project's biologist, the Project site would not provide for long-term conservation value for the smooth tarplant, and therefore does not require site-specific mitigation pursuant to MSHCP Section 6.3.2. Since the MSHCP has been designed to provide for the long-term conservation of covered species, including the

**-409** 



mitigations for threatened and endangered species is adequate and that nothing else is possible.

In the FEIR the alternatives should include other less intense uses for these lands and then analyze everything as was tried with this project.

The project needs to analyze the impact of toxic diesel emissions on the workers. They will be breathing in these emissions all day. Moreno Valley should be demanding not just jobs, but healthy jobs for its residents.

Since the 2010 census showed that about 55% of Moreno Valley is Latino and almost 25% speak another language, all these environmental documents and notices need to be reissued in Spanish as should future documents/notices.

Please keep the Sierra Club informed of all future meetings and documents related to this project by using the below address.

Thank you,

George Hague Sierra Club Moreno Valley Group Conservation Chair

26711 Ironwood Ave Moreno Valley, CA 92555

#### RESPONSES

smooth tarplant, Project impacts to the smooth tarplant would not result in a significant impact assuming mandatory payment of the City's MSHCP fees. Please refer also to Response E-28 for a discussion of why additional mitigation is not required for species, such as the smooth tarplant, that are covered by the MSHCP and for which no finding of Unforeseen Circumstances has been made by the Service. With regards to cumulative impacts to this species, individual development projects located within the Western Riverside County MSHCP would be required to conduct sitespecific surveys for the smooth tarplant. If individuals are located and if those individuals occur within habitat that could provide for the long-term conservation value of the species, then pursuant to the MSHCP, 90% of the habitat providing for the long-term conservation value of the species must be preserved. Accordingly, due to the Project's compliance to the MSHCP goals and policies, Project-related impacts to the two smooth tarplant individuals on-site represent a less-than-significant impact on both a direct and cumulative basis following the payment of MSHCP fees, and no additional mitigation measures are required to address cumulative impacts to this species.

EIR Section 4.5 includes an analysis of impacts to all sensitive plant and wildlife species with a potential for occurrence on-site. As concluded in the discussion and analysis contained therein, impacts were determined to be less than significant, with exception of potential impacts to the burrowing owl. Implementation of EIR Mitigation Measure MM 4.5-1 would ensure that pre-construction surveys are conducted prior to Project grading activities, and further requires the passive or active relocation of burrowing owls in accordance with MSHCP and CDFW relocation protocol. Therefore, the City finds that the EIR fully explains all of the Project's potential impacts to biological resources, and has incorporated mitigation to address the only significant impact to the burrowing owl. Because this comment does not identify any impacts or new mitigation measures not already discussed in the EIR, no revision to the EIR has been made pursuant to this comment.

F-6

-F-7

-F-8

Commenter does not provide any substantive evidence to demonstrate that the Project would result in significant impacts to threatened or endangered species, beyond what is already discussed and mitigated to a level below significance in EIR Section 4.5. Furthermore, CEQA does not require individual projects to incorporate an exhaustive list of mitigation measures; rather, CEQA only requires that impacts be mitigated to a level below significance, as is already done in EIR Section 4.5. Accordingly, no revision to the EIR is warranted pursuant to this comment, and no additional mitigation measures are required.

**F-6** - Please refer to Responses E-33 through E-36. It is unclear from this comment what additional alternatives require study in the EIR. An analysis of a less intensive alternative is provided in the discussion and analysis of Alternative 4 (Reduced Project/North Building Alternative) within EIR Section 6.3.4. Other "less intensive" uses on the site that do not involve the construction and operation of a logistics center warehouse building would not meet the Project's basic and primary objectives, and are rejected from detailed consideration in the EIR for the reasons stated in Response E-35. Furthermore, this comment does not identify any specific alternative for the site that should have been considered in the EIR. Accordingly, no revision to the EIR is warranted pursuant to this comment.

**F-7** - The Project's potential to expose future on-site workers to toxic diesel emissions is evaluated under the discussion and analysis of Threshold 4 in EIR Section 4.1, and was based on a Project-specific Mobile Source Health Risk Assessment that is included in EIR Appendix C. As concluded in the discussion in EIR Section 4.1, at the maximally exposed individual worker (MEIW), the maximum risk is estimated to be 1.23 in one million, which does not exceed the risk threshold of 10 in one million established by SCAQMD. As such, impacts were evaluated as less than significant, and no additional mitigation is required. No revisions to the EIR are warranted pursuant to this comment, as the Commenter does not identify any deficiencies in the analysis of Project impacts to the

MEIW as contained in EIR Section 4.1.

- **F-8** There is no requirement in CEQA or the CEQA Guidelines to indicate that CEQA documents and notices must be provided in Spanish. Furthermore, it is misleading to assert that the City's Latino residents speak only Spanish. Likewise, the fact that almost 25% speak another language does not demonstrate that these individuals exclusively speak another language, nor does it demonstrate that these residents all speak Spanish. Accordingly, no recirculation of the EIR or its associated notices is required.
- **F-9** Comment is acknowledged; the City will provide the Sierra Club with notices of all future meetings and documents related to this project by using the contact information provided in this comment letter.

#### Thomas Thornsley 29177 Stevens Street Moreno Valley, CA 92555

July 29, 2013

Ms. Julia Descoteaux City of Moreno Valley 14177 Frederick Street/P.O. Box 88005 Moreno Valley, California 92552

Via e-mail: JuliaD@moval.org

Dear Mr. Bradshaw:

# Re: Draft Environmental Impact Report (DEIR) First Inland Logistic Center II, SCH#: 2012121011

As a concerned residents, and as a member of Residents for a Livable Moreno Valley, I have reviewed the aft Environmental Impact Report (DEIR) for the proposed First Inland Logistic Center II. I can not see with some of the conclusions because it appears that some impacts are not being mitigated to the atest extent possible. The City simply has not taken a progressive stand on potential development impacts nor adopted stricter criteria for development (i.e.: defined methods for greenhouse gas mitigation, operational standards to further reduce air pollutants, enhanced development standard and limited design guidelines, or full infrastructure improvements with future restitution.). As with most projects requiring EIRs this project has some significant impacts that, quite simply, are being written off because the impact can not be completely mitigated to below a level of significance. However, several impacts could be lessened with further mitigated than what is proposed; most notable with regard to Air, Greenhouse Gases, and Traffic Impacts. In these instances it would be prudent to impose mitigation(s) to further lessen those impacts, thereby, leaving a smaller intensity of impacts that to be overridden by the City Council.

<u>Project Description</u> – There is no mention of the demolition of the existing improvements to the site nor how the loss of these impacts will impact the current user.

#### **Climate Change and Greenhouse Gases**

Since the state has enacted legislation to lower greenhouse gas emissions any and all possible measures to lower emissions that could be undertaken by this project should be listed, discussed and analyzed for their effectiveness, not just a list of improvements that will exceed Title 24. The City should then <u>include mitigation measures</u> that significantly reduce (though they may not entirely mitigate impacts) associated impacts prior to any consideration to override them as the DEIR suggests.

o This project should be designed to meet some of the highest LEEDS standards.

Mitigation measure cannot simply be recommended as stated under MM for GHG Thresholds 1 and 2 if there is to be any expectation that the project will comply with strategies in the 2006 Climate Action Team report. Change "recommended" to "required."

#### RESPONSES

- **G-1** Comments are acknowledged. The City respectfully disagrees with the Commenter's assertion that the EIR has failed to fully evaluate or mitigate the Project's impacts, particularly with respect to the issue areas of air quality, greenhouse gas emissions, and traffic, for the reasons noted below in Responses G-3 through G-16.
- **G-2** A discussion of the Project's demolition activities during construction is included in EIR Section 3.3.5.E, and includes an estimate of the total duration of demolition activities and an estimate of demolition debris that would be generated. Environmental impacts associated with the Project's demolition activities are evaluated under the EIR's discussion of impacts to air quality, noise, and greenhouse gas emissions.

The existing improvements on-site consist of a truck trailer parking area that is not needed to support any nearby uses, including the existing industrial warehouse building to the west of the proposed Project site. Specifically, the approved Plot Plan 12-0053 is required to provide for a total of 142 stalls pursuant to the City of Moreno Valley Municipal Code Chapter 9.11 (Off-Street Parking Requirements), while a total of 159 parking spaces are currently provided, in addition to the 63 existing truck trailer parking stalls. Thus, with demolition of the existing truck trailer parking area, adequate parking still would be provided for the existing industrial warehouse building to the west. Accordingly, no impact to the existing industrial warehouse building to the west would occur as a result of the proposed Project.

As the Commenter does not identify any impacts to the environment resulting from the Project's demolition activities that are not already addressed in the EIR, no revision is warranted pursuant to this comment.

**G-3** - As concluded in the EIR, the proposed Project would result in a less than significant impact due to GHG emissions. Mitigation measures are not required for impacts that are less than significant. Nonetheless, the EIR sets forth Mitigation Measure MM 4.2-1 and 4.2-2 to reduce reliance

G-3

-G-4

G-5

-G-1



Thomas Thornsley Letter date 7/29/13 Comment to DEIR for First Inland Logistics Center II

Additional mitigation measures should be added that will require the installation of solar cells to offset high intensity electrical use of the offices. Should this be a speculative building or if the builder modifies the plan as proposed additional on-site renewable energy power sufficient to meet the needs of: additions to office space beyond that proposed with the approved Project plans; any additional high energy demand improvements including, but not limited to, refrigeration units, heavy machinery, manufacturing equipment, automated goods processing systems, or other equipment with high energy consumption rates not previously anticipated or assessed at the time of Project approval by the City of Moreno Valley.

To further offset GHG mitigation measures should be included that require the installation of automobile recharging stations to further the advancement and use of alternative fuel vehicle by the employees while also reducing emissions.

#### Aesthetics

Site and architectural drawing were not provided for public review with the DEIR to confirm the finding in the Initial Study. Past review of developments plans has found that only a limited application of design and architectural standards along with on-site amenities have been propose by the applicant. Further review will be required and comments may follow.

<u>Light and Glare</u> – This area falls just within the Mount Palomar Observatory Dark Skies area and should comply with their limitation to prevent light pollution. The International Dark-Sky Association web site <a href="https://www.darksky.org">www.darksky.org</a> lists lighting fixtures and methods to meet dark sky specifications. <u>Add a tigation Measure</u> (beyond city policy) to assure that site lighting is compatible with "Dark-Sky" cifications or limit lighting to only the use of <a href="https://www.darksky.org">low pressure sodium</a> lights, full shielding above a rizontal plain and that no building or pole mounted lighting fixtures shall project light outward horizontally beyond the property boundary to eliminate the potential for nighttime light glare to motorist.

<u>Landscaping</u> – This element could not be review at this time but will likely be addressed in the future. This project is along the main southern entry of the city and as such the street and sight landscaping should provide significant aesthetic relief to the 40-foot tall building.

#### Traffic

It seems that DEIR states that the project will not be required to make all the improvements where needed (MM 4.4, PR 4.4-3) but will be required to pay fees but the payment of these fees will not assure their timely completion and pending completion of required improvements the Project's incremental contributions to Opening Year Cumulative traffic impacts at or affecting (certain) intersections are considered cumulatively significant and unavoidable. This project should be held responsible to further eliminate those impacts beyond just "paying the TUMF" and letting the improvement happen when they

How will Air Quality suffer by not actually completing the necessary traffic improvements which will lead to traffic congestion and excessive idling for prolongs time periods?

#### **Air Quality**

There is no doubt that any urban development on the project site will generate long-term operational emissions that will exceed the South Coast Air Quality District's regional thresholds.

# -G-13

-G-6

-G-9

#### RESPONSES

on fossil fuel usage. Additionally, refer to Responses E-7.1 through E-7.55.

- **G-4** Refer to Response E-8.49.
- **G-5** An EIR sets forth feasible measures for lead and responsible agencies to consider for adoption to avoid and reduce environmental effects when they deliberate on whether or not to approve a project. The City can require Mitigation Measures 4.2-1 and 4.2-2 as part of its deliberations and require them as part of the EIR's Mitigation Monitoring and Reporting Program.
- **G-6** Mitigation Measure 4.2-2 requires that the structure roof be constructed to support solar panels.
- **G-7** Refer to E-8.17.
- G-8 As indicated in EIR Section 7.2, all of the Project's plans were made available for public inspection during the public review period for the EIR. Additionally, EIR Section 3.0 incorporates several images depicting Plot Plan PA12-0023 (EIR Figure 3-4), Plot Plan PA12-0023 Detail (EIR Figure 3-5), architectural elevations (EIR Figure 3-6), and the conceptual landscape plan (EIR Figure 3-7). No revisions to the EIR are warranted pursuant to this comment, as all of the Project's plans were available for public inspection during the public review period and because this comment does not identify any deficiencies in either the CEQA process for the Project or the EIR's discussion of the Project's scope.
- **G-9** Lighting effects associated with the proposed Project are addressed in EIR Section 5.4.1. The City acknowledges that the Project site occurs approximately 41 miles northwest of the Mt. Palomar Observatory, and therefore the Project has the potential to result in the generation of artificial light sources that could contribute to skyglow effects that in turn could adversely affect operations at the observatory. However, the

2



proposed Project would be required to comply with City of Moreno Valley Ordinance No. 359 and the provisions of the Moreno Valley Industrial Area Plan (MVIAP), which require implementing projects to prevent light spillage and use full cut off' fixtures. Demonstration of compliance with Ordinance No. 359 and the Lighting standards of the MVIAP would be required prior to City issuance of a building permit. Mandatory compliance with Ordinance No. 359 and the Lighting standards of the MVIAP would ensure that Project lighting does not directly or cumulatively impact nighttime operations at the observatory. No revisions to the EIR are warranted pursuant to this comment.

G-10 - As indicated in EIR Section 7.2, all of the Project's plans were made available for public inspection during the public review period for the EIR, including the Project's conceptual landscape plan. Additionally, the EIR included the conceptual landscape plan as Figure 3-7. A description of the conceptual landscape plan also is included in EIR Section 3.3.4. This comment does not identify any specific aesthetic impacts that would result from implementation of the proposed Project; accordingly, no revision to the EIR is warranted pursuant to this comment.

**G-11** - Refer to Responses C-9 and E-22.

**G-12** - The air quality impacts disclosed in the EIR represent the maximum daily emissions during both construction and operational activity. Any potential emissions resulting from purported traffic congestion that may or may not occur would be well within the modeled results and evaluating any other scenario would be speculative at best.

G-13 - Refer to Responses E-13, E-26, and F-5.



Thomas Thornsley Letter date 7/29/13 Comment to DEIR for First Inland Logistics Center II

It is unrealistic for the City of Moreno Valley and the project proponent to disregard the cumulative impacts this project will have on this area when utilizing a scenario where much of the surrounding area is industrial and warehouse uses. This analysis should be undertaken so as to find what level of incremental increase this project will have on the overall community.

o Why in there no effort made to look at the real possibility of cumulative impacts from this project and the likely land use changes surrounding this project site?

Additional tougher mitigation should be added to offset local and regional impacts to the fullest extent possible before overriding what can not be achieved. If these mean reducing the size of the project to reduce environment impacts, as a suggested in the alternatives, then it should be seriously considered. Also, there should be <u>mitigation measures requiring</u> a percentage of the fleet vehicle (diesel trucks) and yard equipment of future tenants to be low to zero emission vehicles. Also, diesel trucks delivering to the site shall include soot filters or the latest technological equipment available.

As stated in the Traffic section may intersection improvements will not be undertaken by the project but will instead only be mitigated through the payment of improvement fees. If this is true the project will create traffic impacts that do not currently exist.

o Therefore, how will Air Quality suffer by not actually completing the necessary traffic improvements which will lead to traffic congestion and excessive idling for prolongs time periods?

ank you for the opportunity to comment on the Draft EIR for this project. I request to be informed of meetings and public hearings related to this project or other consideration in east end of Moreno lley. Please let me know if it is possible to review a copy of the project plans so that I may provide constructive comments related to the development proposal prior to its scheduling before the Planning Commission or City Council. I would also like to request copies of any follow-up documents related to this project (copies of DEIR comment letters, 2<sup>nd</sup> DEIR and/or Final EIR). Feel free to contact me if you have any questions regarding my comments.

Sincerely,

Thomas Thornsley 909-797-1397

e-mail: tomthornsley@hotmail.com

#### RESPONSES

**G-14** - Refer to Responses F-8.1 through F.8-55.

**G-15** - Refer to Responses C-9 and E-22.

**G-16** - Refer to Responses C-9, E-22, and G-12.

**G-17** - As indicated in EIR Section 7.2, all of the Project's plans are available for public review at the City of Moreno Valley Community and Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552. The City will provide all CEQA required notices to Thomas Thornsley at the contact information provided in this letter.

G-14

-G-16

G-17



# United States Department of the Interior

#### FISH AND WILDLIFE SERVICE

Ecological Services
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262



In Reply Refer To: FWS-WRIV-13B0375-13CPA0245

AUG - 5 2013

Ms. Julia Descoteaux City of Moreno Valley Community and Economic Development Department 14177 Frederick Street Moreno Valley, California 92552

Subject: Draft Environmental Impact Report, First Inland Logistics Center II, City of

Moreno Valley, Riverside County, California

Dear Ms. Descoteaux:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Impact Report (DEIR) for the First Inland Logistics Center II (Project) and appreciates the opportunity to comment. The proposed Project is the construction of one logistics center warehouse containing 400,103 square feet of interior space. Other components of the proposed Project include, the expansion of San Michelle Road, construction of office space, parking stalls, drive aisles, landscaping and water quality detention basins.

The proposed Project is located on 17.3 acres of land in the city of Moreno Valley in Riverside County, west of Perris Boulevard, north of Nandina Avenue, south of San Michele Road, and west of Perris Lake State Recreational Area. Although the Project site is located within the MSHCP Plan Area, it is situated outside of all designated MSHCP Criteria Cells, Cores, and Linkages.

The primary concern and mandate of the Service is the protection of public fish and wildlife resources and their habitats. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. The Service is also responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*) and the Federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). The Service is providing the following comments in keeping with our agency's mission to work with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people.

Based on the information provided, the site provides habitat for tree, shrub, and/or ground-nesting birds during all or part of the year that are protected by the MBTA. The MBTA protects migratory birds and their nests, eggs, young, and parts from possession, sale, purchase, barter, transport, import and export, and take. Avoidance and minimization for nesting birds was not

H-1

-H-2

-H-3

RESPONSES

- **H-1** The description of the proposed Project and its location as provided in this comment are accurate. No response is necessary.
- **H-2** The City of Moreno Valley appreciates the role of the Service in fulfilling its mandate to protect public fish and wildlife resources and their habitats. Please refer to Response H-3 for a response to the Service's concerns and comments regarding the proposed Project.
- H-3 Comments are acknowledged. The City finds that the Project's potential to impact nesting birds already are subject to the avoidance requirements set forth by the Migratory Bird Treaty Act (MBTA). Additionally, due to the generally disturbed/developed nature of the Project site, the likelihood for occupation of the site by nesting birds is considered low. Nonetheless, and in order to ensure that the provisions of the MBTA are adhered to during Project construction activities, a new Project Requirement (PR 4.5-3) has been added to EIR Section 4.5 requiring surveys within 30 days prior to vegetation clearing activities (if clearing activities are proposed during the breeding season), and adherence to a 300- or 500-foot avoidance buffer should any nesting birds be identified on-site during the breeding season. The City Planning Division shall ensure that the Project complies with the requirements specified in Project Requirement PR 4.5-3.

With regards to the Service's comments regarding the installation of water quality basins, it should be noted that several of the water quality basins already occur on-site under existing conditions in association with the improved truck trailer parking area. Specifically, under existing conditions two (2) water quality/detention basins are located on the southern portion of the Project site, located at the property's southwestern corner and parallel to the site's frontage with Nandina Avenue. These basins were constructed as part of approved Parcel Map No. 35859 (PA07-0165) and facilitate drainage flow from the southern portion of the property to the City's storm drain system. As part of the proposed Project, these existing



#### Ms. Julia Descoteaux (FWS-WRIV-13B0375-13CPA0245)

described in the DEIR. We recommend that vegetation clearing activities take place outside of the avian breeding season (February 1 through August 31). If vegetation clearing must take place within the breeding season, a qualified biologist should conduct nesting bird surveys prior to ground disturbance. A non-disturbance buffer should be implemented for nests identified within the Project area. We suggest a 300-foot nest buffer for non-listed species and a 500-foot nest buffer for listed and raptor species. Alternatively, we encourage the on-site project biologist to coordinate with the Service to establish appropriate variant buffers. In addition, the Project's conceptual landscaping plan includes the installation of several detention basins. Vegetation associated with water retention facilities may create habitat for nesting birds. We recommend the Final Environmental Impact Report include an analysis of potential impacts to avian wildlife resulting from the maintenance and installation of the water quality detention basins.

Thank you for the opportunity to review and comment on the DEIR. If you have any questions or comments about this letter or the MSHCP in general, please contact Chris Allen of this office at 760-322-2070, extension 215.

Sincerely

Kennon A. Corey Assistant Field Supervisor 2

-H-3

H-4

### RESPONSES

basins would be modified to accommodate two new drive entrances along Nandina Avenue and one of the basins would be divided into three sections, with one section increasing in size to compensate for the area subtracted by the two new drive aisles. Thus, because the total surface area and landscaping improvements within the water quality basins located along Nandina Avenue would not substantially change as compared to existing conditions, there would be no new impacts to avian species resulting from these basins as compared to what already occurs under existing conditions. The only new water quality basin proposed as part of the Project would occur along North Perris Boulevard and would comprise a long and narrow strip of land that would abut North Perris Boulevard. Although routine maintenance activities would be required in the new water quality basin along North Perris Boulevard, the City finds that the possibility of this water quality basin being occupied by sensitive avian species is low due to its close proximity to North Perris Boulevard, which is a high capacity roadway that generates noise levels exceeding 65 dBA at a distance of 100 feet. Based on the foregoing discussion, no revisions to the EIR appear warranted pursuant to this comment.

**H-4** - The City of Moreno Valley appreciates the comments provided by the USFWS, and will contact Chris Allen at the contact information provided if there are any questions.

### S.O EXECUTIVE SUMMARY

## S.1 <u>Introduction</u>

The California Environmental Quality Act (CEQA), Public Resources Code §21000, et seq. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR), having California State Clearinghouse No. 2012121011, has been prepared in accordance with CEQA Guidelines Article 9, §15120 to §15132, to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed First Inland Logistics Center II Project (herein, "the Project"). This EIR does not recommend either approval or denial of the proposed Project; rather, it is a source of impartial information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a period of 45 days. After consideration of public comment, the City of Moreno Valley will consider certifying the Final EIR and adopting required findings in conjunction with Project approval. In the case that there are any adverse environmental impacts that cannot be fully mitigated, the City of Moreno Valley must adopt a Statement of Overriding Considerations if it approves the Project, stating why the Project is being approved despite its unavoidable impacts.

This Executive Summary has been prepared in accordance with CEQA Guidelines §15123. The scope of this EIR covers five (5) primary subject areas determined through the completion of an Initial Study prepared by the City of Moreno Valley pursuant to CEQA Guidelines §15063, and in consideration of public comment received by the City in response to this EIR's Notice of Preparation (NOP). The Initial Study, NOP, and written comments received by the City in response to the NOP are attached to this EIR as *Technical Appendix A*. As determined by the Initial Study and in consideration of public comment on the NOP, the five (5) environmental subject areas that could be reasonably and significantly affected by the Project are analyzed herein, including:

- 1. Air Quality
- 2. Greenhouse Gas Emissions
- 3. Noise
- 4. Transportation/Traffic
- 5. Biological Resources

Refer to Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. As mentioned, the scope of this EIR includes these five (5) subject areas as determined through the completion of an Initial Study pursuant to CEQA Guidelines §15063, and in consideration of public comment to this EIR's NOP. Subject areas for which the Initial Study concluded that impacts would be clearly less than significant and that do not warrant further analysis in this EIR are addressed in Subsection 5.4, *Effects Found Not to Be Significant as Part of the Initial Study Process*. For each of the five (5) subject areas analyzed in Section 4.0, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was filed with the California State Clearinghouse (December 2012); 2) discloses the type and magnitude of potential

environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid any significant adverse environmental impacts that the Project may cause. A summary of the Project's significant environmental impacts and the mitigation measures imposed by the City of Moreno Valley to lessen or avoid those impacts is included in this Executive Summary as Table S-1, *Mitigation Monitoring and Reporting Program*.

This EIR also discusses alternatives to the proposed Project. Alternatives are studied that would attain most of the Project objectives while avoiding or substantially lessening the proposed Project's significant environmental effects. A full discussion of Project alternatives is found in EIR Section 6.0, *Alternatives*.

## S.2 PROJECT OVERVIEW

## S.2.1 LOCATION AND REGIONAL SETTING

The 17.3-acre Project site is located in the City of Moreno Valley, in western Riverside County, California. From a regional perspective, the Project site is located to the north and northeast of the City of Perris and to the southeast of the City of Riverside. The March Air Reserve Base (ARB) is located approximately 0.9-mile west of the site. The property is rectangular-shaped and located immediately west of North Perris Boulevard, south of and adjacent to San Michele Road, approximately 1,150 feet east of Knox Street, and north of and adjacent to Nandina Avenue. This portion of the City of Moreno Valley is developing as a center for distribution warehousing and light industrial land uses. Currently, the Project site is surrounded by a mixture of warehouse buildings, undeveloped lands, and other land uses located on properties designated and zoned for industrial development. Refer to Subsections 2.1, 2.2, and 2.3 of this EIR for more information about the Project's location and regional setting.

#### **S.2.2 EXISTING PHYSICAL CONDITIONS**

The northern half of the Project site (approximately 8.9 acres) is an undeveloped vacant lot and is routinely maintained (e.g., disced) to remove vegetation that may pose a wildland fire hazard. The southern half of the site (approximately 8.4 acres) is developed as a parking lot that is used for truck trailer parking, with a driveway access provided from Nandina Avenue and landscaping provided along Nandina Avenue and Perris Boulevard. Additional landscaping is located at the boundary between the existing parking lot in the south and the undeveloped portion of the site in the north. There are no unique land uses, topographic features, or environmental resources present on the property.

#### S.2.3 PROJECT OBJECTIVES

The primary objective of the proposed Project is to construct and operate one logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the Moreno Valley Industrial Area Plan (Specific Plan 208). The following is a list of specific objectives sought by the proposed Project.

A. To construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208.)

- B. To develop a logistics center warehouse building that is feasible to construct and operate and that appeals to light industrial and warehouse distribution tenants seeking to locate in the Moreno Valley area.
- C. To make efficient use of property designated for industrial development by developing a logistics center warehouse building on a property that is adjacent to existing warehouse development and that achieves a minimum floor area ratio (FAR) of 0.5.
- D. To construct and operate a logistics center warehouse building within five miles of major regional transportation corridors.
- E. To attract new businesses and jobs to the City of Moreno Valley, thereby providing a more equal jobs/housing balance both in the city and in Riverside County and reducing the need for members of the existing local workforce to commute outside the area for employment.

#### S.2.4 BACKGROUND

The proposed Project site is located within the geographical limits of the Moreno Valley Industrial Area Plan (Specific Plan (SP) 208), which designates the property as "Industrial." The Project site was the subject of previous environmental review under CEQA as part of the EIR certified in 1989 for SP 208 (State Clearinghouse Number 1988080813). More recently, in 2008, the City of Moreno Valley approved Tentative Parcel Map No. 35859 (PA07-0165) and two Plot Plans (PA07-0166 and PA07-0167) that covered the southern portion of the Project site and additional property located to the immediate west. For that project, the City prepared a Mitigated Negative Declaration (2008 MND) in compliance with CEQA (SCH No. 2008101041). That approved project consisted of a 700,000 s.f. warehouse building west of the currently proposed Project site, which is constructed and occupied by Harbor Freight Tools, and an 180,000 s.f. warehouse building on the southern portion of the currently proposed Project site which is not constructed.

In 2011, Addendum No. 1 to the 2008 MND was prepared to address minor design modifications to the approved buildings, parking stalls, and driveways, as well as a proposal to construct an interim truck parking lot with 213 stalls on the southern portion of the currently proposed Project site (at the approximate location of the originally approved 180,000 s.f. building). That project was constructed and the southern portion of the currently proposed Project site is now developed as an interim truck parking lot, although the original approval of an 180,000 s.f. building remains valid and could be implemented in the future. In 2012, the City of Moreno Valley approved a site plan (P12-061) to allow the expansion of the interim truck parking lot constructed on the southern portion of the Project site across the northern portion of the Project site. For this project, the City prepared Addendum No 2 to the 2008 MND. The parking lot expansion has not yet been constructed and under existing conditions the northern portion of the Project site remains vacant.

### S.2.5 PROJECT DESCRIPTION SUMMARY

The Project proposes to develop a 17.3-acre property with one logistics center warehouse building containing 400,130 square feet (s.f.) of interior building space. Associated improvements to the property would include, but are not limited to 59 loading bays, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins. Construction of the proposed Project involves demolition and removal of the existing parking lot, grading of the 17.3-acre property, and construction of the proposed building. One discretionary action is requested of the City of Moreno Valley to implement the Project, PA12-0023. The

proposed building is designed to contain 394,130 s.f. of warehouse space and 6,000 s.f. of office and mezzanine space. The front door and office would be positioned at the southeast corner of the building, facing the intersection of Perris Boulevard/Nandina Avenue. On the 17.3 acre property, 0.3 acres would be dedicated to the City of Moreno Valley for the widening of San Michele Road, so the total net parcel acreage is 17.0 acres. Over the 17.0 net acre parcel, the proposed building would calculate to a floor area ratio (FAR) of 0.51.

## S.3 **EIR Process**

As a first step in complying with the procedural requirements of CEQA for an EIR, an Initial Study was prepared by the City of Moreno Valley to determine whether any aspect of the proposed Project, either individually or cumulatively, may cause a significant adverse effect on the physical environment (refer to EIR *Technical Appendix A*). After completion of the Initial Study, the City filed a NOP with the California Office of Planning and Research (State Clearinghouse) to indicate that an EIR would be prepared. In turn, the Initial Study and NOP were distributed for a minimum 30-day public review period, which ended on January 14, 2013.

Written comments on the scope of the EIR were received during the NOP comment period, and were considered by the City during the preparation of this EIR. For this Project, the Initial Study indicated that this EIR should focus on four (4) environmental subject areas. As a result of considering the public comment submitted as part of the NOP process, one (1) additional subject area was added (biological resources) to the scope of the EIR. Therefore, this EIR focuses on five (5) primary environmental topics: air quality, greenhouse gas, noise, traffic/circulation, and biological resources.

This EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day review period. During the 45-day public review period, public notices announcing availability of the Draft EIR will be mailed to interested parties, advertisements will be posted in the local newspaper, and copies of the Draft EIR and its Technical Appendices will be available for review at the locations indicated in the public notices.

After the close of the 45-day Draft EIR public comment period, responses to written comments on the environmental effects of the proposed Project will be prepared and published. The Final EIR will then be considered for certification by the City of Moreno Valley Planning Commission during a public hearing(s). The Planning Commission will review and consider the Final EIR prior to deciding to approve, approve with revision, or reject the proposed Project. Approval of the proposed Project would be accompanied by the adoption of written findings and a statement of overriding considerations for any significant unavoidable environmental impacts identified in the Final EIR. In addition, the City must adopt a Mitigation, Monitoring, and Reporting Program (MMRP), which describes the process to ensure implementation of the mitigation measures identified in the Final EIR to reduce or avoid significant impacts on the physical environment. The MMRP, which is included as Table S-1 in this EIR, will ensure CEQA compliance during Project construction and operation. The decision of the Planning Commission is appealable to the Moreno Valley City Council.

# S.4 Areas of Controversy and Issues to be Resolved

CEQA Guidelines §15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Moreno Valley) be identified in the Executive Summary. In consideration of the comments received in response to the NOP, the City of Moreno Valley has identified one area of controversy.

The South Coast Air Quality Management District (SCAQMD) suggested that mitigation measures be applied for air quality impacts that go beyond what is required by law. The City of Moreno Valley applies mitigation measures which it determines to be feasible and practical for the Project Applicant to implement and the City of Moreno Valley to monitor and enforce. Although some of these measures may go beyond what the law requires, the imposed measures must have an essential nexus to the Project's impacts, be feasible to implement and enforce, be legal for the City to impose, and result in a benefit to the physical environment. Due to the non-attainment status of the South Coast Air Basin for the federal 8-hour ozone standard, there is controversy regarding the feasibility of applying mitigation measures for nitrogen oxide (NOx) mobile source emissions on a project-by-project basis beyond those required by federal and state law, and the resultant benefits, if any, to regional air quality.

Regarding issues to be resolved, this EIR addresses the environmental issues that are known by the City and that are identified in the Initial Study prepared for the Project (refer to *Appendix A* of this EIR). Eight (8) written comment letters were received by the City on this EIR's NOP, copies of which are also included in *Appendix A*. Environmental topics raised in written comment to the NOP are primarily related to the issue areas of air quality, environmental and human health hazards, traffic, biological resources, agriculture, cultural resources, and soils. Refer to Table 1-2, *Summary of NOP Comments*, in Section 1.0 of this EIR.

## S.5 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines §15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in Section 6.0, Alternatives to the Proposed Project. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis. The alternatives considered by this EIR include those listed below.

### S.5.1 ALTERNATIVE 1 – NO PROJECT/TRAILER YARD ALTERNATIVE

The No Project Alternative/Trailer Yard Alternative is included in the alternatives analysis as required pursuant to CEQA Guidelines §15126.6(e), which requires evaluation of an alternative that considers what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. For purposes of analysis in this EIR, the No Project/Trailer Yard Alternative assumes that the Project site would be developed in accordance with its existing entitlements pursuant to previously approved Amended Plot Plan P12-061. Under this alternative, improvements on the site would involve the expansion of the existing truck trailer parking yard to the northern portion of the property, thereby increasing the number of truck trailer parking spaces on-site from 338 spaces to 722 spaces. Access to the property would be afforded via a driveway along San Michele Road, and via the existing driveway located along Nandina Avenue. With exception of near-term noise impacts, all significant effects of the proposed Project would be avoided or lessened by the selection of this alternative. However, this alternative would not achieve the objectives of the Project.

#### S.5.2 ALTERNATIVE 2 – NO PROJECT/INDUSTRIAL BUILDING ALTERNATIVE

The No Project/Industrial Building Alternative also is included in the alternatives analysis as required pursuant to CEQA Guidelines §15126.6(e). This alternative assumes that the proposed Project is not approved, and that the site would be developed in accordance with existing entitlements. Under this alternative, the northern portion of the site would be developed with a truck trailer yard consisting of approximately 384 trailer spaces, as approved by Amended Plot Plan P12-061, while the southern portion of the site would be developed with a 181,031 s.f. industrial building with 26 dock doors pursuant to previously approved Plot Plan PA07-0167. To construct the building, the existing parking lot located in the southern portion of the property would be demolished. Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. The No Project/Industrial Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. Implementation of this alternative would avoid the Project's significant and unavoidable near-term impact to transportation/traffic, and would reduce the magnitude of many of the other Project-related impacts that are related to building intensity. However, this alternative would reduce, but would not fully avoid, the proposed Project's impacts due to long-term operational-related emissions of NO<sub>x</sub>, and would reduce but not fully avoid the proposed Project's significant unavoidable impact due to construction-related noise.

### S.5.3 ALTERNATIVE 3 - REDUCED PROJECT/SMALL BUILDINGS ALTERNATIVE

The Reduced Project/Small Buildings Alternative considers development of the site with two smaller industrial buildings consisting of a 194,525 s.f. building in the northern portion of the site and a 181,031 s.f. building in the southern portion of the site. There would be a total of 375,556 s.f. of interior floor space in two structures, which is 24,574 s.f. less than the proposed Project (a 6% reduction in building area). Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project (one larger building that is likely to attract one tenant) against the environmental effects of constructing two smaller buildings that are likely to attract two different tenants. Implementation of this alternative would generate more traffic. Therefore, it would increase the proposed Project's significant and unavoidable impacts to long-term air quality (NO<sub>x</sub> emissions) and near-term transportation/traffic, and would generally increase other Project-related operational impacts that are related to average daily traffic volumes. The Reduced Project/Small Buildings Alternative would meet all of the Project's objectives, except it may have more difficulty meeting the objective to construct a logistics center that appeals to tenants seeking to locate in the Moreno Valley area due to the smaller sized buildings as compared to the larger building proposed by the Project.

#### S.5.4 ALTERNATIVE 4 – REDUCED PROJECT/NORTH BUILDING ALTERNATIVE

The Reduced Project/North Building Alternative is identified as the Environmentally Superior Alternative. It would involve no changes to the existing trailer parking yard in the southern portion of the site, while the northern portion of the site would be developed with a 194,525 s.f. industrial building. This alternative would construct 205,605 s.f. less building area than the proposed Project (a reduction in building area by approximately 51%). Site access under this alternative would be afforded via new driveways along San Michele Road and Perris Boulevard, while the existing access via the adjacent lot along Nandina Avenue would be maintained. Implementation of this alternative would reduce the proposed Project's significant unavoidable impacts to near- and long-term air

quality, near-term noise, and near-term transportation/traffic, although such impacts would not be fully avoided under this alternative. Other Project-related operational impacts that are related to average daily traffic volumes also would be reduced under this alternative. The Reduced Project/North Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. Selection of the Reduced Project/North Building Alternative, while providing less building space on the property, would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental impacts to occur elsewhere rather than be avoided.

# S.6 <u>Summary of Impacts, Project Requirements, Mitigation Measures, and</u> Conclusions

#### S.6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

The scope of this EIR includes five (5) subject areas as determined through the completion of an Initial Study prepared by the City of Moreno Valley pursuant to CEQA Guidelines §15063 and CEQA Statute §21002.1(e), as well as consideration of public comments received by the City on this EIR's NOP. The Initial Study, NOP, and public comments received in response to the NOP, are attached to this EIR as *Technical Appendix A*. Subject areas for which the Initial Study concluded that impacts would be clearly less than significant and that do not warrant further analysis in this EIR include: aesthetics, agricultural resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, population and housing, public services, recreation, and utilities/service systems. The EIR addresses these topics in EIR Subsection 5.4, Effects Found Not to be Significant as Part of the Initial Study Process.

#### S.6.2 IMPACTS OF THE PROPOSED PROJECT

Table S-1, *Mitigation, Monitoring, and Reporting Program*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines §15123(a). Also presented are the Project's design features and mandatory project requirements that would serve to reduce or avoid impacts, as well as the mitigation measures imposed on the Project by the City of Moreno Valley to further avoid adverse environmental impacts or to reduce their level of significance.

Table S-1 Mitigation, Monitoring, and Reporting Program

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE			
4.1 Air Quality	4.1 Air Quality							
Applicable Project Requirements								
	PR 4.1-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402, "Nuisance."	Project Construction Manager, Project Tenants	South Coast Air Quality Management District (SCAQMD)	During construction activities and ongoing during long-term operation				
	PR 4.1-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving activities, grading, and equipment travel on unpaved roads.	Project Construction Manager	SCAQMD	During construction activities				
	PR 4.1-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "Sulfur Content of Liquid Fuels."	Project Construction Manager, Project Tenants	SCAQMD	During construction activities and ongoing during long-term operation				
	PR 4.1-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings."	Project Construction Manager, Project Tenants	City of Moreno Valley Building and Safety Division, SCAQMD	During construction activities and ongoing during long-term operation				
	PR 4.1-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186, "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations."	Project Construction Manager	SCAQMD	During construction activities				
	PR 4.1-6 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186.1, "Less-Polluting Street Sweepers."	Project Construction Manager	SCAQMD	During construction activities				

AND MITIGATION MEASURES (MM)  PR 4.1-7 The Project is required to comply with	PARTY	DADEN		
<b>PR 4.1-7</b> The Project is required to comply with		PARTY	STAGE	SIGNIFICANCE
California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, rom In-Use Heavy-Duty Diesel-Fueled Vehicles."	Project Construction Manager, Project Tenants	SCAQMD	During construction activities and ongoing during long-term operation	
PR 4.1-8 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."	Project Tenants	SCAQMD	Ongoing during long-term operation	
PR 4.1-9 The Project is required to comply with California Code of Regulations Title 24, "California Building Standards Code" and the "California Green Building Code."	Project Architect	City of Moreno Valley Building and Safety Division	Prior to issuance of building permit and during construction activities	
Aitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
MM 4.1-1 Prior to grading permit issuance, the City shall verify that the following notes are pecified on the grading plan to ensure implementation of SCAQMD Rule 403. It should be noted that the following list is non-exclusive, and dentifies only key provisions of the SCAQMD Rule 403 requirements; regardless the Project shall be required to comply with all applicable provisions of SCAQMD Rule 403, whether listed below or not. Specifically, Project contractors shall be required to comply with the following notes and all other piplicable SCAQMD Rule 403 requirements, and shall maintain written records of such compliance that can be inspected by the City of Moreno Valley inpon request.  All clearing, grading, earth-moving, and excavation	Project Engineer/ Project Construction Manager	City of Moreno Valley Planning Division and Land Development Division	Prior to the issuance of grading permit(s) and during construction activities	Near-Term Construction (VOC and NOx emissions): Less than Significant Impact.  Long-Term (NOx): Significant Unavoidable Direct and Cumulative Impact
Checkeron Canada	napter 1, Article 4.5, Section 2025, "Regulation to educe Emissions of Diesel Particulate Matter, kides of Nitrogen and Other Criteria Pollutants, om In-Use Heavy-Duty Diesel-Fueled Vehicles."  R 4.1-8 The Project is required to comply with hilfornia Code of Regulations Title 13, Division 3, napter 10, Article 1, Section 2485, "Airborne oxic Control Measure to Limit Diesel-Fueled ommercial Motor Vehicle Idling."  R 4.1-9 The Project is required to comply with hilfornia Code of Regulations Title 24, "California nidding Standards Code" and the "California reen Building Code."  M 4.1-1 Prior to grading permit issuance, the ty shall verify that the following notes are ecified on the grading plan to ensure applementation of SCAQMD Rule 403. It should be the that the following list is non-exclusive, and entifies only key provisions of the SCAQMD and entifies only key provisions of the SCAQMD required to comply with all applicable provisions SCAQMD Rule 403, whether listed below or not becifically, Project contractors shall be required to mply with the following notes and all other plicable SCAQMD Rule 403 requirements, and all maintain written records of such compliance at can be inspected by the City of Moreno Valley ion request.	napter 1, Article 4.5, Section 2025, "Regulation to educe Emissions of Diesel Particulate Matter, kides of Nitrogen and Other Criteria Pollutants, om In-Use Heavy-Duty Diesel-Fueled Vehicles."  R 4.1-8 The Project is required to comply with difornia Code of Regulations Title 13, Division 3, napter 10, Article 1, Section 2485, "Airborne oxic Control Measure to Limit Diesel-Fueled Dimmercial Motor Vehicle Idling."  R 4.1-9 The Project is required to comply with difornia Code of Regulations Title 24, "California ridling Standards Code" and the "California reen Building Code."  N/A  M10 Emissions – Near Term  M 4.1-1 Prior to grading permit issuance, the ty shall verify that the following notes are ecified on the grading plan to ensure plementation of SCAQMD Rule 403. It should be beted that the following list is non-exclusive, and entifies only key provisions of the SCAQMD and 403 requirements; regardless the Project shall required to comply with all applicable provisions SCAQMD Rule 403, whether listed below or not becifically, Project contractors shall be required to omply with the following notes and all other plicable SCAQMD Rule 403 requirements, and all maintain written records of such compliance at can be inspected by the City of Moreno Valley on request.  It clearing, grading, earth-moving, and excavation	Address of Nitrogen and Other Criteria Pollutants, om In-Use Heavy-Duty Diesel-Fueled Vehicles."  R4.1-8 The Project is required to comply with alifornia Code of Regulations Title 13, Division 3, papter 10, Article 1, Section 2485, "Airborne xoic Control Measure to Limit Diesel-Fueled Dimmercial Motor Vehicle Idling."  R4.1-9 The Project is required to comply with alifornia Code of Regulations Title 24, "California vilding Standards Code" and the "California reen Building Code."  N/A  N/A  N/A  N/A  N/A  N/A  N/A  N/	titigation is not required.  N/A  N/A  N/A  N/A  N/A  N/A  N/A  N/

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
THEOHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	All unpaved roads and disturbed areas shall be watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.  The contractor shall ensure that traffic speeds on unpaved roads and areas where soil is exposed are reduced to 15 miles per hour or less.  Public streets shall be swept at the end of each workday using a street sweeper meeting SCAQMD Rule 1186.1 if visible soil is carried onto paved public roads.  The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.				
	MM 4.1-2 Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage with Perris Boulevard, San Michelle Road, and Nandina Avenue stating the name and phone number of an authorized individual to be contacted to resolve dust complaints. Proof of sign posting in the form of photographs shall be placed on file with the City of Moreno Valley. These signs shall remain posted on the property until grading is complete. All legitimate dust complaints shall be resolved in 24 hours.	Project Construction Manager	City of Moreno Valley Planning Division and Land Development Division	Prior to the issuance of grading permit(s) and during construction activities	
	NOx Emissions – Near-Term  MM 4.1-3 Prior to grading permit and building permit issuance, the City shall verify that the following notes are specified on all grading and building plans. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Moreno Valley staff to confirm compliance.	Project Applicant/ Developer	SCAQMD, City of Moreno Valley Planning Division, Building and Safety Division, and Land Development Division	Prior to the issuance of grading permit(s) and building permit(s) and during construction activities	

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
I HRESHULD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	Mass grading shall be limited to no more than 4.0 acres per day.				
	During construction activity, diesel engines shall not idle in excess of three (3) minutes.				
	All construction-related equipment shall be CARB Certified.				
	Temporary traffic control for construction vehicles entering and exiting the site shall be implemented pursuant to the requirements of the California Manual on Uniform Traffic Control Devices.				
	During construction activity, the operating time of all pieces of off-road diesel-powered equipment shall not exceed a combined total of 75 operating hours per day.				
	Construction-related haul trips entering and existing the site shall occur during non-peak traffic hours.				
	The construction contractor shall encourage construction site employees to rideshare by offering incentives or other inducements.				
	High pressure injectors shall be used on all diesel powered construction equipment over 100 horsepower.				
	All construction-related on-road diesel-powered haul trucks shall be 2007 or newer model year or 2010 engine compliant vehicles.				
	On all construction-related equipment that has a particulate trap, the trap shall be Level 3 CARB certified.				
	Electric-powered construction equipment and tools shall be used when technically feasible.				
	Biodiesel fuel or other alternatives to diesel fuel shall be used to power construction equipment when technically feasible.				

Lead Agency: City of Moreno Valley

SCH No. 2012121011

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	Construction vehicles shall use the City's designated truck route.  Construction parking shall be located and configured to minimize traffic interference on public streets.				
	Import of earth materials and on-site grading activities shall not occur on the same day. No more than 66 loads of earth material (about 2,000 cubic yards) shall be brought to the site in any given day.				
	VOC Emissions - Near Term				
	MM 4.1-4 Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.	Project Construction Supervisor	City of Moreno Valley Planning Division, Building and Safety Division, and Land Development Division	Prior to the issuance of building permit(s) and during construction activities	
	All surface coatings shall consist of Zero-Volatile Organic Compound paints (no more than 150 gram/liter of VOC) and/or be applied with High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113. Alternatively, building materials may be used that do not require painting or are delivered to the construction site prepainted.				
	NOx Emissions - Long-Term				
	MM 4.1-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include:  1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report	Project Applicant/ Developer	City of Moreno Valley Building and Safety Division and Planning Division	Prior to the issuance of occupancy permit(s)	

Typrayorp	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	violations. Prior to occupancy permit issuance, the City shall conduct a site inspection to ensure that the signs are in place.  MM 4.1-6 Prior to the issuance of building permits, the City shall verify that the parking lot	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of building permit(s)	
	striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.				
	MM 4.1-7 Prior to the issuance of occupancy permits, the Project's property owner shall provide documentation to the Planning Division verifying that provisions are included in the building's lease agreement that inform tenants about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the City of Moreno Valley; 4) access to alternative fueling stations in the City of Moreno Valley that supply compressed natural gas (closest station is located on Indian Street, south of Nanina Avenue); and 5) the United States Environmental Protection Agency's SmartWay program.	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)	
	MM 4.1-8 In the event that the building design is modified to accommodate refrigeration, all loading docks shall be equipped with an electrical hookup to power refrigerated tractor trailers	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of building permits for any building design that accommodates refrigeration	
Threshold 4: Near-term construction and long-term operation of the proposed Project would not expose nearby sensitive receptors to substantial pollutant concentrations of any criteria pollutant or diesel particulate matter. As such, a less than significant impact would occur.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
Threshold 5: The Project does not propose land uses or operational activities associated with emitting objectionable odors. Any odor emissions generated during Project construction would be short term, not	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact

	Dr. o. vr. orr. Dr. o. vr. vr. vr. vr. (DD)	Dranovarny	Movemonnia	The property of the property o	I nymy on
THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
objectionable, and not affect a substantial population. Therefore, impacts due to odors would be less than significant.					
4.2 Greenhouse Gas Emissio	ns			<del>-</del>	
Applicable Project Requirements					
Applicable Project Requirements	PR 4.2-1 The Project is required to comply with mandatory regulatory requirements imposed by the State of California and the South Coast Air Quality Management District aimed at the reduction of air quality emissions. Those that are applicable to the Project and that would assist in the reduction of Project-related GHG emissions include, but are not limited to the following:  a) Global Warming Solutions Act of 2006 (AB32).  b) Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB 375).  c) Pavely Fuel Efficiency Standards (AB1493), which establishes fuel efficiency ratings for new vehicles.  d) California Code of Regulations Title 13, Division 3 addressing diesel exhaust emissions. Specifically, Chapter 1, Article 4.5, §2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and Chapter 10, Article 1, §2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."  e) California Code of Regulations Title 24 (California Building Code), which establishes energy efficiency requirements for new construction.  f) California Code of Regulations Title 20	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s) and ongoing during long-term operation	
	(Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for				

**132**-

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
TIMESTOED	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	appliances.  g) Title 17 California Code Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020.  h) California Water Conservation in Landscaping Act of 2006 (AB1881), which requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduce water waste in existing landscapes.  i) Statewide Retail Provider Emissions Performance Standards (SB 1368), requiring energy generators to achieve performance standards for GHG emissions.  j) Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2012 and 33 percent by 2020.  k) South Coast Air Quality Management District Rule 1118 "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations," and Rule 1186.1 "Less Polluting Street Sweepers."			STAGE	SIGNITICANCE
	PR 4.2-2 The Project will provide on-site bicycle storage pursuant to City of Moreno Valley Municipal Code §9.11.060.B, Off-Street Bicycle Parking Requirements.	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s)	N/A
	PR 4.2-3 The Project will comply with all applicable provisions of the City of Moreno Valley Municipal Code Chapter 6.02 "Refuse Collection, Transfer and Disposal" and Chapter 8.80 "Recycling and Diversion of Construction and Demolition Waste."	Project Applicant/ Developer	City of Moreno Valley Building and Safety Division	Prior to the issuance of building permit(s)	N/A
Summary of Impacts					
Thresholds 1 and 2: The proposed Project would not generate GHG emissions, either directly or indirectly, in quantities that may	Impacts would not be significant; therefore, mitigation measures are not required. Regardless, to ensure that the Project will comply with				Less than Significant Impact

Lead Agency: City of Moreno Valley

SCH No. 2012121011

	THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
	THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	have a direct or cumulatively considerable significant impact on the environment. In addition, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	applicable GHG emission reduction strategies specified in California's 2006 Climate Action Team report, the following mitigation measures are recommended.  MM 4.2-1 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's mechanical/electrical/plumbing (MEP) plans specify the installation of U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads (if showers are proposed).	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s) and as part of final building inspection	
1		MM 4.2-2 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's roof is structurally designed to accommodate the future addition of photovoltaic solar panels.	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s) and as part of final building inspection	
434	4.3 Noise					
4	Applicable Project Requirements					
		PR 4.3-1 The Project is required to comply with the City of Moreno Valley Noise Ordinance (Moreno Valley Municipal Code Chapter 11.80).	Project Construction Manager, Project Tenants	City of Moreno Valley Code and Neighborhood Services Division	During construction activities and ongoing during long-term operation	N/A
	Summary of Impacts			T	T =	
	Thresholds 1, 3, and 4: During Project construction, noise levels beyond 200 feet from the property boundary would exceed levels specified in the City of Moreno Valley Noise Ordinance. Existing sensitive receptors (residential) located within 2,774 feet of the Project boundary with a clear line of site to the construction activity would experience noise levels above 65 dBA leq at some point during the construction process. Additionally, in the event that Project construction activities occur simultaneously with other construction activities that affect the same sensitive receptors, cumulative	MM 4.3-1 Prior to grading or building permit issuance, the City shall review grading and building plans to ensure that the following notes are included. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.  a) All construction activities, including but not limited to haul truck deliveries, shall be limited to between the hours of 7:00 a.m. and 8:00 p.m.  b) Construction contractors shall equip all construction equipment, fixed or mobile, with	Project Construction Manager	City of Moreno Valley Land Development Division and Building and Safety Division	Prior to the issuance of grading permit(s) and building permit(s)	Significant Unavoidable Direct and Cumulative Impact (Near-Term)
	construction-related noise would also be significant.  Under long-term operating conditions, the Project would not generate traffic-related or	properly operating and maintained mufflers, consistent with manufacturers' standards.  c) All stationary construction equipment and equipment staging areas shall be placed as close as				



THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF
	( )	FAKIY	FARIY	STAGE	SIGNIFICANCE
stationary noise levels above the standards given in the City of Moreno Valley Noise Ordinance or in any adjacent jurisdiction's General Plan. Long-term impacts would be less than significant.	possible to the center of the western property line.  d) All haul truck deliveries shall use Cityapproved haul routes. Should alternate routes be necessary, haul trucks shall not use roadways that pass noise-sensitive land uses or residential dwellings unless approved by the City of Moreno Valley.  MM 4.3-2 As a condition of the Project's building permit, the perimeter wall planned along San Michelle Road and at the corner of San Michelle Road and Perris Boulevard shall be installed early in the construction process	Project Applicant/ Developer	City of Moreno Valley Planning Division	During Project construction	
Threshold 2: Near-term construction activities and long-term operation of the proposed Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
Threshold 5: The Project would not expose people to excessive noise levels associated with the operation of an airport.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
Threshold 6: There are no private airstrips in the vicinity of the Project site; as such, the Project has no potential to expose people residing or working in the area to excessive noise levels associated with operation of a private airstrip.	Mitigation is not required.	N/A	N/A	N/A	No Impact
4.4 Transportation/Traffic					
Summary of Impacts					
Threshold 1: The proposed Project would result in cumulatively considerable significant impacts to the existing and planned roadway network by contributing traffic to facilities that would operate at deficient levels of service with or without the addition of Project traffic. Project traffic would make a cumulatively considerable contribution to identified cumulative impacts at seven (7) roadway segments and five (5) intersections in Opening Year Cumulative (2017) Conditions. With required payment of	MM 4.4-1 In the event that the City of Perris establishes a fair-share funding program for improvements to the following intersections (or immediately adjacent roadways segments that contribute to the intersection's level of service), that applies to projects in the City of Moreno Valley, then prior to the issuance of a building permit for the project, the Project Applicant shall contribute a fair-share payment to the established funding program to address the Project's cumulative impacts to the following facilities:	Project Applicant/ Developer	City of Moreno Valley Public Works Department (Transportation Engineering Division)	Prior to the issuance of the first (1 <sup>st</sup> ) building permit	Significant Unavoidable Cumulative Impact (Near-Term)

Lead Agency: City of Moreno Valley

4	
Ċ	
တ	

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
City of Moreno Valley DIF fees and TUMF fees (see PR 4.4-3) and implementation of the DIF and TUMF-funded improvements at the cumulatively impacted facilities, all cumulatively impacted roadway segments and intersections in Opening Year Cumulative (2017) Conditions would be reduced to a less than significant impact with the exception of two (2) intersections:	a) Intersection of Western Way/ Harley Knox Boulevard (Project's fair-share contribution is 3.3%); b) Intersection of Indian Street/ Harley Knox Boulevard (Project's fair-share contribution is 3.5%)  MM 4.4-2 Prior to the issuance of occupancy	Project Applicant/ Project	City of Moreno Valley	Prior to the issuance of the	N/A
the exception of two (2) intersections: Western Way/Harley Knox Boulevard (Project's traffic contribution is 3.3%) and Indian Street/ Harley Knox Boulevard (Project's traffic contribution is 3.5%)). Although improvements are anticipated to relieve these deficiencies in the long-term along Harley Knox Boulevard, funded by the	permits, the Project shall construct roadway improvements (including but not limited to parkway, landscaping, and sidewalk improvements) along its frontage with Perris Boulevard and San Michele Road as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Construction Supervisor	Land Development Division	first (1 <sup>st</sup> ) occupancy permit	
North Perris Road Bridge and Benefit District, there is no assurance that the improvements will be in place at the time of the proposed Project's Opening Year Cumulative (2017) Conditions. Thus, the	MM 4.4-3 Prior to the issuance of occupancy permits, the Project shall construct intersection improvements at each Project Driveway as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division	Prior to the issuance of the first (1 <sup>st</sup> ) occupancy permit	N/A
cumulative impact is considered a near-term impact, until such time as the intersection improvements are in place.	MM 4.4-4 MM 4.4-4 Prior to the issuance of building or occupancy permits, the Project shall comply with the City of Moreno Valley Development Impact Fee (DIF) program, which requires the payment of a fee to the City to reduce traffic congestion by participating in funding the installation of intersection improvements. Prior to the issuance of occupancy permits, the project also shall comply with the Transportation Uniform Mitigation Fee (TUMF) program, which funds offsite regional transportation improvements. The following study area intersection improvements are currently covered under DIF-funding and/or TUMF-funding:	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division and Planning Division	Prior to the issuance of the first (1st) occupancy permit	N/A
	a) I-215 Southbound Ramps/ Harley Knox Boulevard (ID #1): One (1) southbound lane; one (1) westbound lane; and re-striping for one southbound lane and one southbound right turn.  b) I-215 Northbound Ramps/ Harley Knox Boulevard (ID #2): One westbound free right lane, and re-striping for one (1) northbound right turn lane.				

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	c) Patterson Avenue/ Harley Knox Boulevard (ID #4): One (1) eastbound turn lane, and one (1) westbound turn lane.				
	d) Indian Street/ Nandina Avenue (ID #5): One (1) northbound turn lane; one (1) southbound turn lane; one (1) southbound right turn lane; one (1) eastbound lane; and protected left-turn on eastbound and westbound approaches.				
	e) Indian Street/ Harley Knox Boulevard (ID #6): Two (2) southbound right turn lanes with overlapping phasing; one (1) eastbound lane; one (1) eastbound turn lane; and remove cross-walk on north leg (westbound approach).				
	f) Perris Boulevard/ San Michele Road (ID #12): One southbound turn lane.				
	MM 4.4-5 On-site direction signing and striping shall be installed in conjunction with detailed construction plans for the Project and as approved by the City of Moreno Valley. The on-site signing and striping plans shall be subject to review and approval by the Planning Division, and shall clearly indicate the location of service area docks and public parking areas.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)	N/A
	MM 4.4-6 All final grading, landscaping, and street improvement plans shall provide sight distance standards in accordance with City of Moreno Valley and California Department of Transportation (Caltrans) standards, as appropriate.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Department of Public Works (Transportation Engineering Division), City of Moreno Valley Land Development Division and Planning Division	Prior to the issuance of building permit(s)	N/A
	MM 4.4-7 The minimum number of vehicle and bicycle parking spaces specified by the City of Moreno Valley Municipal Code shall be provided.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)	N/A
	MM 4.4-8 A future transit stop will be provided by the Project on the southbound side of Perris Boulevard as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Department of Public Works (Transportation Engineering Division)	Prior to the issuance of the first (1 <sup>st</sup> ) occupancy permit	N/A

Lead Agency: City of Moreno Valley

SCH No. 2012121011

Page S-19

LEVEL OF

SIGNIFICANCE

**IMPLEMENTATION** 

STAGE

**THRESHOLD** 

PROJECT REQUIREMENTS (PR)

AND MITIGATION MEASURES (MM) | PARTY

IL.		AND WITHGATTON WEASCRES (WIVI)	IANII	IANII	DIAGE	DIGITICATICE
	Threshold 2: The proposed Project would result in less than significant direct and cumulative impacts to CMP facilities.	Mitigation is not required	N/A	N/A	N/A	Less than Significant Impact
	<u>Threshold 3:</u> There is no potential for the Project to change air traffic levels or create substantial air traffic safety risks.	Mitigation is not required.	N/A	N/A	N/A	No Impact
	Threshold 4: No transportation safety hazards would be introduced as a result of the proposed Project's design.	Mitigation is not required.	N/A	N/A	N/A	No Impact
	Threshold 5: Adequate emergency access would be provided to the Project site.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
438-	Threshold 6: The proposed Project is consistent with adopted policies and programs regarding public transit, bicycle, and pedestrian facilities. The Project is designed to reduce all potential transportation mode conflicts. Potential impacts to the performance or safety of transit, bicycle, and pedestrian systems would be less than significant.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
	4.5 Biological Resources					
	Applicable Project Requirements					
		PR 4.5-1 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 3.48, Western Riverside County Multiple Species Habitat Conservation Plan Fee Program, which requires a per-acre local development mitigation fee that will assist in providing revenue to acquire and preserve vegetation communities and natural areas within the city and western Riverside County which are known to support threatened, endangered or key sensitive populations of plant and wildlife species.	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of a building permit	N/A

RESPONSIBLE

MONITORING

**PARTY** 

φ

	II
1	
4	
<i>:</i> 、	
w	
ശ	
т	
-	

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
THRESHULD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	PR 4.5-2 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 8.60, Threatened and Endangered Species, which requires a per-acre local development mitigation fee pursuant to the City's adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and as established pursuant to Fee Resolution 89-92.	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of grading permit(s)	N/A
Summary of Impacts				1	
Threshold 1: No sensitive vegetation communities are located on the Project site. A less than significant impact on sensitive plant species would occur because the loss of two individual smooth tarplant would not significantly impact the persistence of the species. The loss of habitat for the California horned lark is less than significant with mandatory MSHCP compliance because the species is a MSHCP Covered Species. Although the western burrowing owl is not present on the Project site, the species could be impacted if it migrates onto the property prior to the commencement of ground-disturbing construction activities, which is a potentially significant direct and cumulative impact.	MM 4.5-1 Within 30 days prior to grading, a qualified biologist shall conduct a survey of the undeveloped portions of the property and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the Planning Division prior to the issuance of a grading permit and subject to the following provisions:  a) In the event that the pre-construction survey identifies no burrowing owls on the property, a grading permit may be issued without restriction.  b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.	Project Applicant/ Developer/Project Biologist	City of Moreno Valley Planning Division	Prior to the issuance of grading permit(s)	Significant Direct and Cumulative Impact Mitigated to Less than Significant

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
11112011022	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
THRESHOLD	c) In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall only be issued, either:  • upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the western burrowing owl by the CDFW.  • a determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a	PARTY	PARTY	STAGE	SIGNIFICANCE
	grading permit.				
	MM 4.5-2 If clearing activities are proposed	Project Applicant/	City of Moreno Valley	Prior to the issuance of	Significant Direct and

Lead Agency: City of Moreno Valley

SCH No. 2012121011

Page S-22

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	between February 1 and August 31, then within 30 days prior to vegetation clearing activities a qualified biologist shall conduct nesting bird surveys. If any nesting bird species are identified, then a construction buffer distance of 300 feet for non-listed, non-raptor species or 500 feet for listed and raptor species shall be maintained until the Project biologist certifies that the nests are no longer occupied.	Developer/Project Biologist	Planning Division	grading permit(s)	Cumulative Impact Mitigated to Less than Significant
Threshold 2: The Project site lacks riparian and other sensitive habitats; therefore, the Project would have no impact on riparian or other sensitive habitats as defined by the CDFW or USFWS.	Mitigation is not required	N/A	N/A	N/A	No Impact
Threshold 3: No federally protected wetlands are located on the Project site; therefore, no impact would occur.	Mitigation is not required	N/A	N/A	N/A	No Impact
Threshold 4: There is no potential for the Project to interfere with the movement of fish or impede the use of a native wildlife nursery site. Additionally, the Project would not have the ability to interfere with an established migratory wildlife corridor or result in wildlife movement impacts on the MSHCP Preserve.	Mitigation is not required	N/A	N/A	N/A	No Impact
<u>Threshold 5:</u> The Project would not conflict with any local policies or ordinances governing biological resources.	Mitigation is not required	N/A	N/A	N/A	No Impact
Threshold 6: The Project site is subject to the Western Riverside County MSHCP and its survey requirements for the western burrowing owl. Although compliant with all MSHCP provisions, and although the species is absent on the property, the property contains suitable habitat for the western burrowing owl. If the species is present on the property at the time a grading permit is issued, impacts would be significant, requiring mitigation.	Mitigation Measure 4.5-1 Applies	Project Applicant/ Developer/Project Biologist	City of Moreno Valley Planning Division	Prior to the issuance of grading permit(s)	Significant Direct and Cumulative Impact Mitigated to Less than Significant

\_

## 1.0 Introduction

# 1.1 Purposes of CEQA and this EIR

As stated by CEQA Guidelines §15002, the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed [government actions (including the discretionary approval of development projects)];
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

If a project will be approved involving significant environmental effects,

• Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose.

This Environmental Impact Report (EIR, P12-064) is an informational document prepared by the City of Moreno Valley to evaluate the physical environmental effects that could be caused by constructing and operating the First Inland Logistics Center II Project (hereafter, the "Project"). The Project proposes governmental approval of Plot Plan PA12-0023 and other related discretionary and administrative actions that would be required to construct and operate the Project described in this EIR.

The Project is proposed on a 17.3-acre property located at the southwest corner of San Michele Road and North Perris Boulevard in the City of Moreno Valley, Riverside County, California. The City of Moreno Valley's Specific Plan 208, titled "Moreno Valley Industrial Area Plan" (MVIAP), designates the property for development as "Industrial." The southeastern corner of the property is located within an "Industrial Support Area" overlay that allows for commercial or industrial support land uses to be located within 300 feet of key roadway intersections, including the Nandina Avenue/North Perris Boulevard intersection at the property's southeastern corner. The City of Moreno Valley's General Plan Land Use Map, which is intended to reflect the land use designations applied to the property by Specific Plan 208, designates the property for development with "Business Park/Light Industrial (BP)" land uses, with the southeastern corner of the property designated as "Commercial." The General Plan's commercial designation in the southeastern corner of the site is intended to correspond to the Specific Plan's "Industrial Support Area" overlay designation. Consistent with these land use designations, the property's zoning designation is "Industrial (I)."

The proposed Project is consistent with the property's land use designations as applied by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208), as well as the property's zoning designation. CEQA Guidelines §15183(a) mandates that projects which are consistent with the development density established by existing zoning, community plan, or general

plan policies for which an EIR was certified, shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. In this case, the subject property was evaluated as part of an EIR certified in 1989 for Specific Plan 208 (State Clearinghouse Number 1988080813) and as part of the City's General Plan Program EIR certified in 2006 (State Clearinghouse Number 2000091075). Therefore, as mandated by CEQA Guidelines §15183(a), this EIR focuses on project-specific effects that are peculiar to the proposed First Inland Logistics Center II project and its 17.3-acre property.

An Initial Study was prepared by the City of Moreno Valley pursuant to CEQA Guidelines §15063 to determine if the Project could have a significant effect on the environment. The Initial Study determined that implementation of the Project has the potential to result in significant environmental effects, and a Project EIR, as defined by CEQA Guidelines §15161, is required. As stated in CEQA Guidelines §15161, a Project EIR should "...focus primarily on the changes in the environment that would result from the development project," and "...examine all phases of the project including planning, construction, and operation."

Accordingly, and in conformance with CEQA Guidelines §15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, and (3) to describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

# 1.2 SUMMARY OF THE PROJECT EVALUATED BY THIS EIR

For purposes of this EIR, the term "Project" refers to the discretionary actions required to implement the First Inland Logistics Center II Project as proposed and all of the activities associated with its implementation, including planning, construction, and ongoing operation. In summary, the Project proposes the construction and operation of one warehouse distribution building with up to 400,130 square feet (s.f.) of interior building space, as well as surface parking areas and drive aisles, loading docks, roadway improvements, utility infrastructure, landscaping, water quality/detention basins, and other site improvements.

The Project proposes the following discretionary action, which is under consideration by the City of Moreno Valley:

• Plot Plan PA12-0023 provides a site arrangement, architectural plans, and landscape design for the building that is proposed to be constructed and operated on the Project site. A maximum of 400,130 s.f. of interior building space is proposed, consisting of 394,130 s.f. of warehouse space and 6,000 s.f. of office and mezzanine space.

Refer to EIR Section 3.0, *Project Description*, for a detailed description of the proposed Project, including a listing of permits and actions that would be required of the City of Moreno Valley as well as other agencies and authorities.

# 1.3 PROJECT HISTORY

The proposed Project site is located within the geographical limits of the Moreno Valley Industrial Area Plan (Specific Plan (SP) 208). SP 208 was originally referred to as the Oleander Specific Plan when first approved by the City in 1989, but was renamed as the Moreno Valley Industrial Area Plan in 2001 after 40 acres of additional area was added to the Specific Plan boundaries, bringing the total land area within SP 208 to 1,540 acres. SP 208 was again amended in 2002, which consolidated the Business Park, Mixed Use, Light Industry, and Heavy Industry land use designations of the original Specific Plan into a single "Industrial" land use classification in order to increase flexibility in accommodating economic development opportunities (SP 208, 2002). This Industrial classification is applied to the 17.3-acre First Inland Logistics Center II property, which is the subject of this EIR.

The Project site was the subject of previous environmental review under CEQA as part of an EIR certified in 1989 for SP 208 (State Clearinghouse Number 1988080813). In 2008, the City of Moreno Valley approved Tentative Parcel Map No. 35859 (PA07-0165) and two Plot Plans (PA07-0166 and PA07-0167) that covered the southern portion of the Project site in addition to additional land area located to the immediate west. For that project, the City prepared a Mitigated Negative Declaration (2008 MND) in compliance with CEQA (SCH No. 2008101041). The 2008 MND concluded that all significant environmental effects could be mitigated to below established thresholds of significance. That approved project consisted of a 700,000 s.f. warehouse building west of the currently proposed Project site and an 180,000 s.f. warehouse building on the southern portion of the currently proposed Project site.

In 2011, an Addendum to the 2008 MND was prepared, hereinafter referred to as Addendum No. 1. Addendum No. 1 addressed minor design modifications to the approved buildings, parking stalls, and driveways, as well as a proposal to construct an interim truck parking lot with 213 stalls on the southern portion of the currently proposed Project site (at the approximate location of the originally approved 180,000 s.f. building). That project was constructed and the southern portion of the currently proposed Project site is now developed as an interim truck parking lot, although the original approval of an 180,000 s.f. building remains valid and could be implemented in the future.

In 2012, the City of Moreno Valley approved a site plan (P12-061) to allow the expansion of the interim truck parking lot constructed on the southern portion of the Project site across the northern portion of the Project site. For this project, the City prepared a second Addendum to the 2008 MND, hereinafter referred to as Addendum No. 2. Addendum No. 2 addressed potential environmental effects associated with the expansion of the interim truck parking lot from approximately 8.5 acres to approximately 17.0 acres to accommodate a maximum of 487 truck parking stalls, a water quality basin, and screen walls along San Michele Road and Perris Boulevard. Addendum No. 2 concluded that expansion of the interim truck parking lot and associated improvements would not result in any new or more severe impacts than previously identified in the 2008 MND, and all potential environmental impacts would be adequately reduced to below established thresholds of significance with mandatory implementation of conditions of approval and the mitigation measures identified in the 2008 MND. The parking lot expansion has not yet been constructed and under existing conditions the northern portion of the Project site remains vacant.

# 1.4 LEGAL AUTHORITY

This EIR was prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA §21067 and CEQA Guidelines Article 4 and §15367, the City of Moreno Valley is the Lead Agency under whose authority this EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action to approve the proposed Project, the City of Moreno Valley has the obligation to: (1) ensure that this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City of Moreno Valley's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§15090 through 15093).

Pursuant to CEQA Guidelines §§15040 through 15043, and upon completion of the CEQA review process, the City of Moreno Valley will have the legal authority to do any of the following:

- Approve the proposed Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even through the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

This EIR fulfills the CEQA environmental review requirements for the proposed Plot Plan (PA12-0023) and all other governmental discretionary and administrative actions related to the Project.

This EIR is an informational document intended for use by the City of Moreno Valley decision makers, Trustee and Responsible agencies, and members of the general public in evaluating the physical environmental effects of the proposed Project. As mandated by CEQA Guidelines §15183(a), this EIR focuses on the specific environmental effects that are peculiar to the proposed Project and its property, because designation of the property for industrial/business park development was previously and adequately evaluated in accordance with CEQA by two prior EIRs (an EIR certified in 1989 for Specific Plan 208 (State Clearinghouse Number 1988080813) and the City's General Plan Program EIR certified in 2006 (State Clearinghouse Number 2000091075)). Additionally, physical impacts to the Project site were previously evaluated as part of the 2008 MND

and subsequent Addendum No. 1 and Addendum No. 2 (State Clearinghouse Number 1988080813). As such, those analyses do not need to be repeated and the 2008 MND and its Addenda are herein incorporated by reference and available for public inspection at the location specified in Section 7.0, References.

# 1.5 Responsible and Trustee Agencies

Section 21104 of the California Public Resource Code requires that all EIRs be reviewed by state responsible and trustee agencies (see also CEQA Guidelines §15082 and §15086(a)). As defined by CEQA Guidelines §15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project." A Trustee Agency is defined in CEQA Guidelines §15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California."

For the proposed Project, the Santa Ana Regional Water Quality Control Board (RWQCB) is identified as a Trustee Agency that is responsible for the protection of water resources and water quality. The RWQCB is responsible for issuance of a National Pollution Discharge Elimination System (NPDES) Permit to ensure that during and after construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality. There are no other agencies that are identified as Responsible or Trustee Agencies for the proposed Project.

# 1.6 EIR SCOPE, FORMAT, AND CONTENT

### 1.6.1 EIR SCOPE

As a first step in complying with the procedural requirements of CEQA, an Initial Study was prepared by the City of Moreno Valley to preliminarily identify the environmental issue areas that may be adversely impacted by the Project. Following completion of the Initial Study, the City filed a NOP with the California Office of Planning and Research (State Clearinghouse) to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. The NOP was filed with the State Clearinghouse and distributed to Responsible Agencies, Trustee Agencies, and other interested parties on December 3, 2012, for a 30-day public review period. Because the review period extended over two federal holidays (December 25 and January 1), the response deadline was extended to January 14, 2013. The objective of distributing the NOP for public review was to solicit responses to assist the City in identifying the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this EIR. Because the proposed Project does not meet the CEQA Guidelines §15206 definition of a project having statewide, regional, or areawide significance and does not meet the requirements of a project necessitating a scoping meeting as specified in CEQA Guidelines §15082(c), the City of Moreno Valley was not required to and did not hold a scoping meeting for this EIR.

As a result of the Initial Study and in consideration of all comments received by the City on the NOP, this EIR evaluates the Project's potential to cause adverse effects to the following environmental issue areas:

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation/Traffic
- Biological Resources

The Initial Study, NOP, public review distribution list, and written comments received by the City during the 30-day NOP public review period are provided in Technical Appendix A to this EIR. Substantive topics raised in response to the NOP are summarized below in Table 1-1, *Summary of NOP Comments*. The purpose of this table is to present the primary environmental issues of concern raised during the NOP review period. The table is not intended to list every comment received by the City during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR.

Table 1-1 Summary of NOP Comments

COMMENTER	Date	Сомментя
CA Department of Transportation	December 10, 2012	<ul> <li>Prepare a traffic impact study that includes State highway facilities where the project adds 100 or more peak hour trips.</li> <li>Clearly label the traffic analysis scenarios.</li> <li>Indicate and exhibit LOS with and without improvements.</li> <li>Eliminate or reduce impacts to the State highway system.</li> </ul>
Native American Heritage Commission	December 19, 2013	<ul> <li>Identify and avoid or reduce any substantial adverse changes in the significance of an historical resource.</li> <li>Consult with local Native American contacts.</li> </ul>
South Coast Air Quality Management District	December 20, 2012	<ul> <li>Identify potential adverse air quality impacts and air pollutant sources.</li> <li>Quantify PM<sub>2.5</sub> emissions.</li> <li>Analyze regional and localized air quality impacts.</li> <li>Perform a mobile health risk assessment.</li> <li>Apply mitigation measures that go beyond what is required by law.</li> </ul>
Johnson & Sedlack	January 7, 2013	<ul> <li>Evaluate impacts to Farmland of Local Importance.</li> <li>Consider all feasible mitigation for air quality impacts.</li> <li>Consider significant impacts to biological resources.</li> <li>Consider impacts relative to glare.</li> <li>Consider geological/soils impacts.</li> <li>Consider individual and cumulative, local and regional impacts to area highways.</li> </ul>

Table 1-1 Summary of NOP Comments

COMMENTER	Date	COMMENTS
CA Department of Toxic Substances Control	January 8, 2013	<ul> <li>Identify if the project would pose a threat to human health or the environment.</li> <li>Conduct an investigation for hazardous materials.</li> <li>Properly dispose of any contaminated soils.</li> <li>Manage hazardous wastes in accord with State law.</li> </ul>
CA Department of Fish and Wildlife	January 14, 2013	<ul> <li>Identify impacts to sensitive flora and fauna and jurisdictional waters.</li> <li>Discuss any inconsistencies with the MSHCP.</li> <li>Discuss direct, indirect, and cumulative impacts to biological resources</li> </ul>
City of Riverside	January 14, 2013	<ul> <li>Analyze and mitigate for spill-over traffic impacts in the City of Riverside.</li> <li>Evaluate cumulative traffic impacts, considering other projects in the vicinity.</li> </ul>
Sierra Club San Gorgonio Chapter	undated	<ul> <li>Analyze cumulative effects to traffic, air quality, and greenhouse gas.</li> <li>Implement AQMD recommendations.</li> <li>Evaluate impacts to biological and agricultural resources.</li> <li>Include an analysis of hazards and hazardous materials.</li> </ul>

In consideration of the comments received in response to the NOP, the City of Moreno Valley has identified one area of controversy. The SCAQMD suggests that mitigation measures be applied that go beyond what is required by law. The City of Moreno Valley applies mitigation measures which it determines to be feasible and practical for the Project Applicant to implement and the City of Moreno Valley to monitor and enforce. Although some of these measures may go beyond what the law requires, the imposed measures must have an essential nexus to the Project's impacts, be feasible to implement and enforce, be legal for the City to impose, and result in a benefit to the physical environment. Due to the non-attainment status of the South Coast Air Basin for the federal 8-hour ozone standard, there is controversy regarding the feasibility of applying mitigation measures for nitrogen oxide (NOx) mobile source emissions beyond those required by federal and state law on a project-by-project basis and the resultant benefits, if any, to regional air quality.

#### 1.6.2 EIR FORMAT AND CONTENT

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, Section 21000 et. seq. and California Code of Regulations, Title 14, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified content. Table 1-2, *Location of CEQA-Required Topics*, provides a quick reference in locating the CEQA-required sections within this document.

Table 1-2 Location of CEQA-Required Topics

CEQA REQUIRED TOPIC	CEQA GUIDELINES REFERENCE	LOCATION IN THIS EIR
Table of Contents	§15122	Table of Contents
Summary	§15123	Section S.0
Project Description	§15124	Section 3.0
Environmental Setting	§15125	Section 2.0
Consideration and Discussion of Environmental Impacts	§15126	Section 4.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§15126.2(b)	Section 4.0 & Subsection 5.1
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	§15126.2(c)	Subsection 5.2
Growth-Inducing Impact of the Proposed Project	§15126.2(d)	Subsection 5.3
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§15126.4	Section 4.0 & Table S-1
Consideration and Discussion of Alternatives to the Proposed Project	§15126.6	Section 6.0
Effects Not Found to be Significant	§15128	Subsection 5.4
Organizations and Persons Consulted	§15129	Section 7.0 & Technical Appendices
Discussion of Cumulative Impacts	§15130	Section 4.0

In summary, the content and format of this EIR is as follows:

- Executive Summary, includes all of the summary requirements pursuant to CEQA Guidelines §15123.
- **Section 1.0, Introduction**, provides introductory information about the CEQA process and the responsibilities of the City of Moreno Valley, serving as the Lead Agency for this EIR.
- Section 2.0, Environmental Setting, describes the environmental setting, including descriptions of the Project site's physical conditions and surrounding context. The existing setting is defined as the condition of the Project site and surrounding area at the date this EIR's NOP was released for public review (December 3, 2012).
- Section 3.0, Project Description, serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project,
- Section 4.0, Environmental Analysis, provides an analysis of potential direct, indirect, and cumulative impacts that may occur with implementation of the proposed Project. A conclusion concerning significance is reached for each discussion and mitigation measures

are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. The CEQA Guidelines also identify the terms "effects" and "impacts" as being synonymous (CEQA Guidelines §15358). In the environmental analysis subsections of Section 4.0, the existing conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementation of the proposed Project.

The analyses are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the proposed Project and cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would (without undue speculation) occur, feasible mitigation measures are recommended to reduce or avoid the significant effect. In most cases, implementation of the mitigation measures would reduce the adverse environmental impact to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a statement of overriding considerations would need to be adopted by the City of Moreno Valley pursuant to CEQA §15093.

- Section 5.0, Other CEQA Considerations, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant and irreversible environmental changes that would occur should the Project be implemented, as well as potential growth-inducing impacts of the proposed Project. Section 5.0 also includes a discussion of the potential environmental effects that were found not be significant during this EIR's Initial Study and NOP process and that, therefore, do not require a detailed evaluation in this EIR.
- Section 6.0, Project Alternatives, describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. A range of four (4) alternatives is presented in Section 6.0.
- Section 7.0, References, cites all reference sources used in preparing this EIR and lists the agencies and persons that were consulted in preparing this EIR. Section 7.0 also lists the persons who authored or participated in preparing this EIR.
- Technical Appendices. CEQA Guidelines §15147 states that the "information contained in an EIR shall include summarized...information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City of Moreno Valley Community and Economic Development Department, Planning Division, 14177

Frederick Street, Moreno Valley, California, 92552, during the City's regular business hours or can be requested in electronic form by contacting the City Planning Division. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

- A: Initial Study, Notice of Preparation, and Written Comments on the NOP
- B: Air Quality Impact Analysis
- C: Mobile Source Health Risk Assessment
- D: Greenhouse Gas Analysis
- E: Noise Study
- F: Traffic Study
- G: Biological Technical Report
- G1: Protocol Burrowing Owl Survey
- G2: Special Status Plant Species Survey Results
- H: Geotechnical Report
- I: Phase 1 Environmental Assessment
- **Documents Incorporated by Reference.** CEQA Guidelines §15150 allows for the incorporation "by reference all or portions of another document...[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." Documents, analyses, and reports that are incorporated into this EIR by reference are listed in Section 7.0, *References*, of this EIR. The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of an EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR.



## 2.0 ENVIRONMENTAL SETTING

# 2.1 REGIONAL SETTING AND LOCATION

The 17.3-acre Project site is located in the City of Moreno Valley, in western Riverside County, California. Western Riverside County abuts San Bernardino County to the northeast, Orange County to the west and San Diego County to the south. The site's location in a regional context is shown on Figure 3-1, *Regional Map*, in Section 3.0, *Project Description*.

Riverside County is located in an urbanizing area of southern California commonly referred to as the Inland Empire. The Inland Empire is an approximate 28,000 square mile region comprising San Bernardino County, Riverside County, and the eastern tip of Los Angeles County. According to the Southern California Association of Governments (SCAG), this region is a fast-growing metropolitan area with large amounts of available land for future growth (SCAG, 2008a, 59-68). According to U.S Census data, the 2010 population of Riverside County was 2,189,641 (U.S. Census Bureau, 2011). SCAG forecast models predict that the population of Riverside County will grow to approximately 3.59 million persons (an approximate 1.4 million person increase) by the Year 2035 (SCAG, 2008b).

Unincorporated areas of Riverside County in the vicinity of the Project site include the unincorporated communities of Woodcrest and Mead Valley to the west and southwest, the unincorporated communities of Reche Canyon and Pigeon Pass to the north, and the unincorporated community of Lakeview and rugged terrain known as the "Badlands" to the east. The Project site is generally located to the north and northeast of the City of Perris and to the southeast of the City of Riverside. Additionally, the March Air Reserve Base (ARB) is located approximately 0.9-mile west of the site.

# 2.2 LOCAL SETTING AND LOCATION

The Project site is situated in the southern portion of the City of Moreno Valley. The property is rectangular-shaped and located immediately west of North Perris Boulevard, south of and adjacent to San Michele Road, approximately 1,150 feet east of Knox Street, and north of and adjacent to Nandina Avenue. Figure 3-2, *Vicinity Map*, in Section 3.0, *Project Description*, depicts the specific location of the Project site. The property encompasses Assessor Parcel Numbers (APNs) 316-200-001, 316-200-015, 316-200-019, 316-200-035, and a portion of APN 316-200-034. The Project site lies within Section 31 of Township 3 South, Range 3 West of the San Bernardino Base and Meridian.

Land within the southwestern portion of the City, including the Project site, is located with an area subject to the City's adopted Moreno Valley Industrial Area Plan (Specific Plan 208). Property in the Area Plan's boundaries was once rural in nature, but over the past decade has been transitioning into an important industrial and economic center for the City, as called for by the Area Plan. Several large-scale industrial and warehouse buildings have been developed and there are several approved development projects in this area that are pending construction. Subsection 2.3, below, describes the conditions surrounding the Project site in more detail.



## 2.3 Surrounding Land Uses and Development

As shown on Figure 2-1, Surrounding Land Uses and Development, the Project site is located in a portion of Moreno Valley that is developing as a center for distribution warehousing and light industrial land uses. Currently, the Project site is surrounded by a mixture of warehouse buildings, undeveloped lands, and other land uses located on properties designated and zoned for industrial development. Properties located north and south of Nandina Avenue and west of Perris Boulevard are developed or approved for development with distribution warehouse buildings. Lands located immediately south of Nandina Avenue across from the proposed Project site, in addition to lands located north of San Michele Road immediately across from the proposed Project site, are designated for industrial development pursuant to the City's General Plan and MVIAP, but are not yet entitled for development with specific projects.

Immediately abutting the proposed Project site on the west is property containing a warehouse building occupied by Harbor Freight Tools with associated parking areas and landscaping that was constructed pursuant to approved Plot Plan PA07-0166, beyond which is a warehouse distribution facility currently occupied by Modular Metal Fabrications, Inc. Lands located north of the site consist of undeveloped land, several existing non-conforming single-family residences, a automobile junk yard, and a large warehouse distribution facility currently occupied by O'Reilly Auto Parts. Land immediately east of the Project site includes undeveloped land and two warehouse distribution facilities currently occupied by El Dorado Stone and Walgreens. To the south of the proposed Project site are disturbed lands used for truck trailer parking and one non-conforming single-family residence, south of which is a warehouse distribution facility currently occupied by Harman Distribution Center.

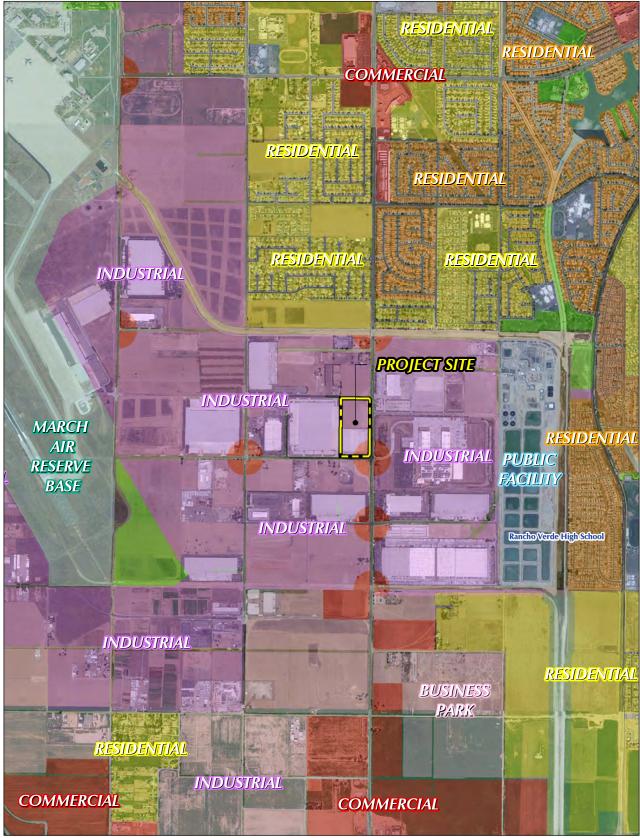
There is one school located within one (1) mile of the proposed Project site: El Potrero Elementary School, located approximately 0.7 mile northeast of the site. In addition, the March Air Reserve Base is located approximately 0.9 mile to the west

# 2.4 PLANNING CONTEXT

Provided in this subsection is a description of the Project site's land use designations, as applied by planning documents adopted by the City of Moreno Valley.

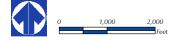
### 2.4.1 CITY OF MORENO VALLEY GENERAL PLAN

The City of Moreno Valley's prevailing planning document is its General Plan, dated July 11, 2006. As depicted on Figure 2-2, *Existing General Plan Land Use Designations*, the City's General Plan designates a majority of the Project site for Business Park/Light Industrial (BP) land uses. The southeast corner of the site is designated for Commercial (C) land uses. The Business Park/Light Industrial land use designation calls for employee intensive uses, including manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities, with a building intensity up to 1.0 floor area ratio (FAR). The Commercial land use designation calls for local retail and service commercial activities, with a building intensity up to 1.0 FAR.

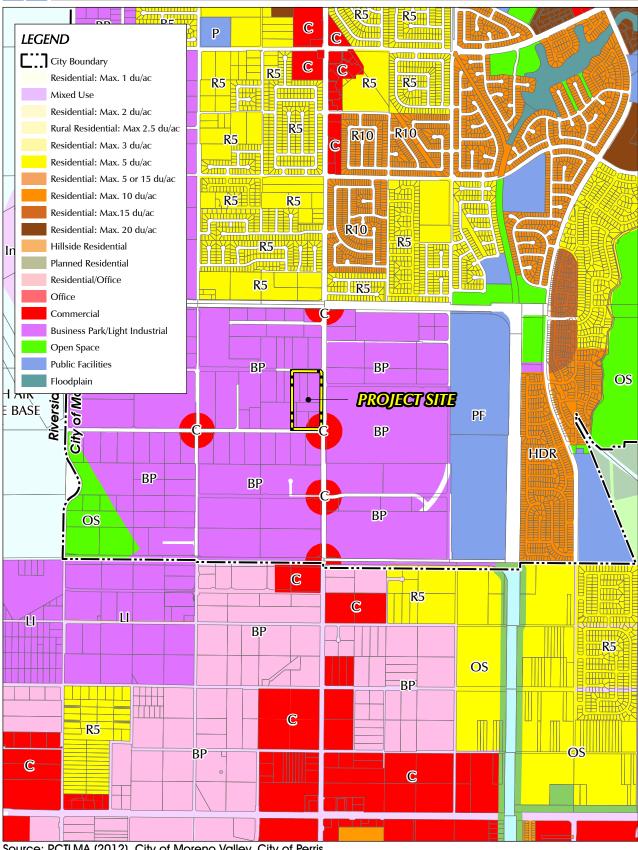


Source: RCTLMA (2012), Eagle Aerial (2008), Google Earth (2012), Cities of Moreno Valley & Perris

Figure 2-1

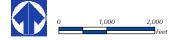


Surrounding Land Uses and Development



Source: RCTLMA (2012), City of Moreno Valley, City of Perris

Figure 2-2



**Existing General Plan Land Use Designations** 



## 2.4.2 MORENO VALLEY INDUSTRIAL AREA PLAN (SPECIFIC PLAN 208)

The Project site is located within the geographic boundaries of the MVIAP (Specific Plan 208). The MVIAP document is herein incorporated by reference pursuant to CEQA Guidelines §15150 and is available for review at the physical location indicated in Subsection 7.2, *Documents Incorporated by Reference*. As stated in the Area Plan, the Moreno Valley Industrial Area Plan "establishes development regulations and design standards that will ensure quality development which will positively contribute to the City's industrial employment base…" (City of Moreno Valley, 2002 I-4). The Moreno Valley Industrial Area Plan designates a majority of the subject property for Industrial land uses. The southeastern corner of the site is designated as an Industrial Support Area (see Figure 2-3, *Moreno Valley Industrial Area Plan Map*). The Industrial designation provides for a wide range of industrial land uses, while the Industrial Support Area provides for services to support industrial services without affecting the integrity of lands available for industrial uses.

#### **2.4.3 ZONING**

The development regulations and design standards specified in the MVIAP (Specific Plan 208) supersede the zoning standards contained in the City of Moreno Valley's Municipal Code. The Area Plan applies the "Industrial (I)" zoning designation to the proposed Project site, which permits a wide range of industrial and industrial/business related support uses.

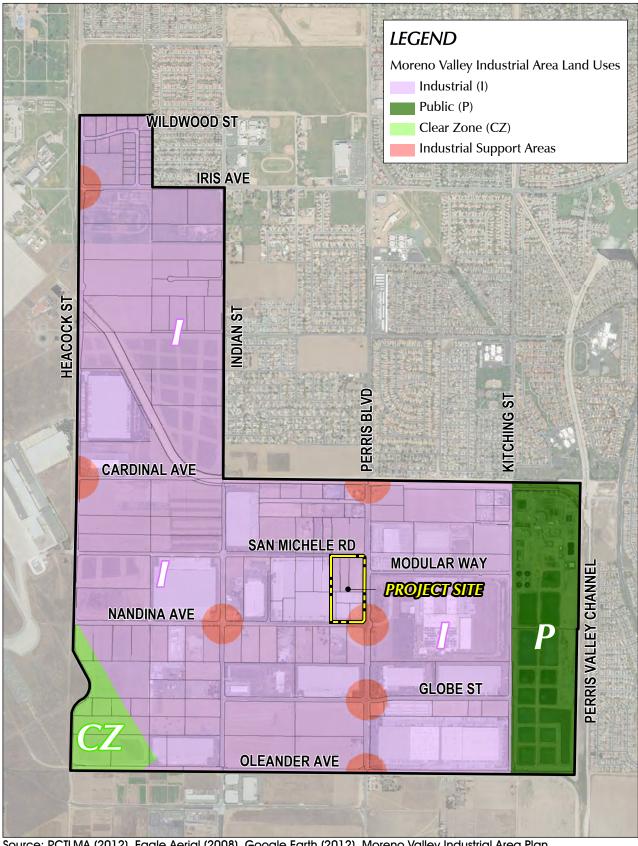
# 2.5 EXISTING PHYSICAL SITE CONDITIONS

Pursuant to CEQA Guidelines §15125, the physical environmental condition for purposes of establishing the setting of an EIR is the environment as it existed at the time the EIR's NOP was released for public review. The NOP for this EIR was released for public review on December 3, 2012, and the following subsections provide a description of the Project site's physical environmental condition as of that approximate date. More information regarding the Project site's environmental setting as related to the environmental topics evaluated in this EIR is provided in the various subsections of Section 4.0, *Environmental Analysis*.

### 2.5.1 LAND USE

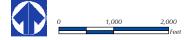
The area surrounding the Project site, as described previously in Subsection 2.3, is characterized by a mixture of undeveloped lands, warehouse buildings, and other land uses located on properties designated and zoned for industrial development by the City of Moreno Valley. The Project site is not used for agricultural production and is not located in an agricultural area. There are no Williamson Act Contract lands or Agricultural Preserves located on the site or in the immediately surrounding area.

As shown on Figure 2-4, *Aerial Photograph*, the northern half of the site (approximately 8.9 acres) is undeveloped and is routinely maintained (e.g., disced) to remove vegetation that may pose a wildland fire hazard. The southern half of the site (approximately 8.4 acres) is developed as a parking lot that is used for truck trailer parking, with a driveway access provided from Nandina Avenue and landscaping provided along Nandina Avenue and Perris Boulevard. Additional landscaping is provided at the boundary between the existing parking lot in the south and the undeveloped portion of the site in the north. There are no unique land uses or aesthetic features present on the property.



Source: RCTLMA (2012), Eagle Aerial (2008), Google Earth (2012), Moreno Valley Industrial Area Plan

Figure 2-3



Moreno Valley Industrial Area Plan Map

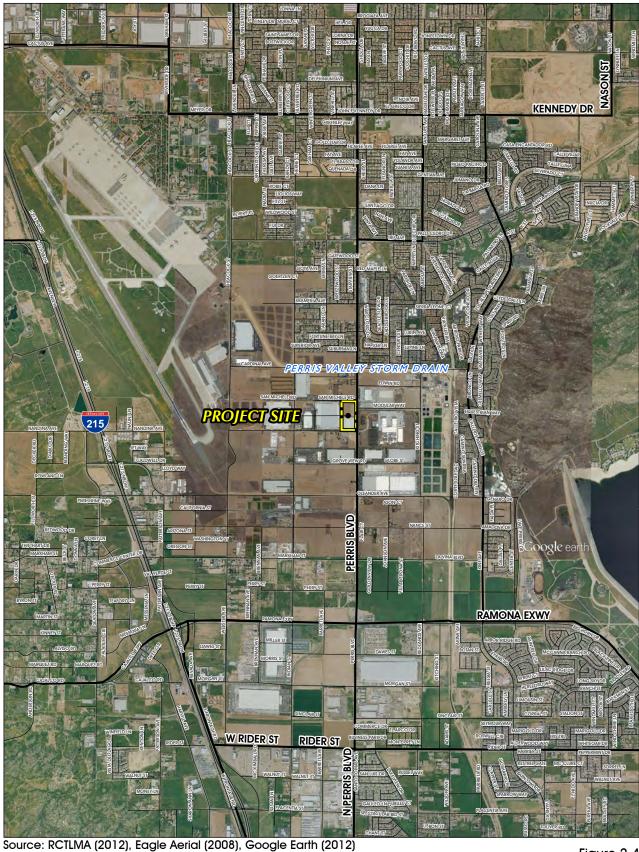
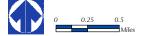


Figure 2-4





### 2.5.2 AIR QUALITY AND CLIMATE

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. As documented in the Project's air quality report (*Technical Appendix B* to this EIR), although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 47°F in January to over 100°F maximum in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year.

The SCAB is currently not in attainment of state and/or federal standards established for Ozone (O3) one-hour and eight-hour, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and Nitrogen Oxides (NO<sub>X</sub>), and also not in attainment for Lead (Pb) in Los Angeles County (CARB, 2011). The South Coast Air Quality Management District (SCAQMD) conducts in-depth analyses of the toxic air contaminants and their resulting health risks for all of Southern California. This study, entitled, *Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES III*, predicted an excess cancer risk of 566 in one million for the vicinity of the Project site.

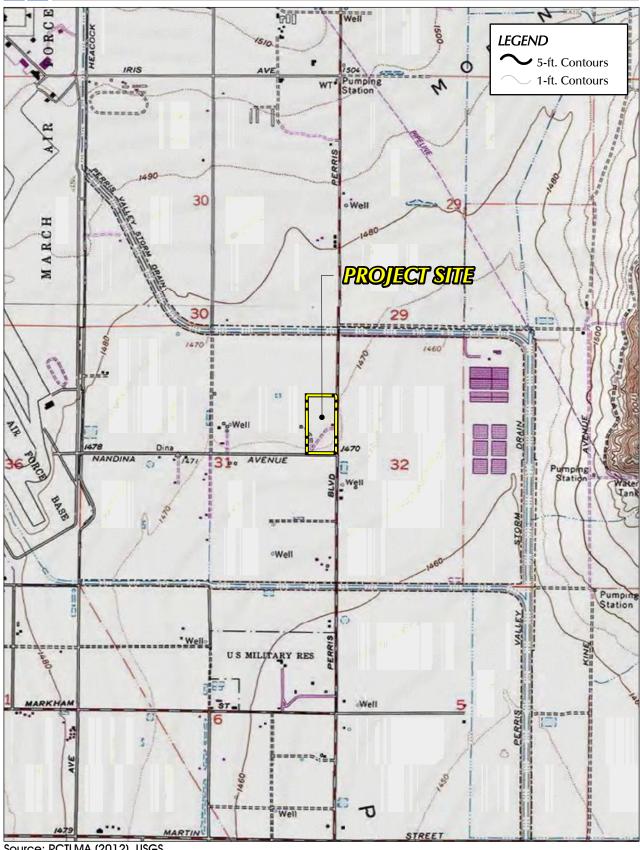
Refer to Subsection 4.1, Air Quality, and Subsection 4.3 Greenhouse Gas Emissions, for a more thorough discussion of the Project's site existing air quality and climate setting.

## 2.5.3 TOPOGRAPHY, GEOLOGY, AND SOILS

The proposed Project site consists of flat land. On-site elevations ranging from 1,474 feet above mean sea level (amsl) in the northwest corner to 1471 feet amsl in the southeastern corner. Figure 2-5, *Topographic Map*, depicts the Project site's existing topographic conditions. Based on prior geological investigations of the Project site that supported a prior 2008 MND and MND Addenda (SCH No. 1988080813), the property's earth materials consist of native alluvial soils extending from the ground surface to depths exceeding 25 feet, and consist of silty sands, sands, sandy silts, clayey sands, clayey silts and sandy clays. Based on information available from Eastern Municipal Water District's (EMWD's) West San Jacinto Groundwater Basin Management Plan 2010 Annual Report, groundwater is known to occur at depths of approximately 75 feet below the existing ground surface (EMWD 2011 21). The Project site is not located within an active Alquist-Priolo earthquake zone or a City-designated fault hazard zone, meaning that no active faults are mapped or known to exist on the Project site or in the immediate surrounding area. The nearest known active fault is the San Jacinto Valley section of the San Jacinto Fault zone located approximately 7.5 miles east of the Project site.

## 2.5.4 HYDROLOGY

The Project site is located in the Santa Ana River watershed, which drains a 2,650 square-mile area and is the principal surface flow water body within the region (SAWPA, 2010 Ch. 3). The San Jacinto River drains the area in the vicinity of the Project site. It starts in the San Jacinto Mountains



Source: RCTLMA (2012), USGS Figure 2-5



Topographic Map

(approximately 30 miles southeast of the proposed Project site), runs westerly and discharges into Lake Elsinore. In wet years, the San Jacinto River will overflow the lake and connect with the Santa Ana River through the Temescal Wash (SAWPA, 2010 Ch. 3). Under existing conditions, two (2) water quality/detention basins are located on the southern portion of the Project site, located at the property's southwestern corner and parallel to the site's frontage with Nandina Avenue. These basins were constructed as part of approved Parcel Map No. 35859 (PA07-0165) and facilitate drainage flow from the southern portion of the property to the City's storm drain system.

## 2.5.5 BIOLOGICAL RESOURCES

The Project site contains few biological resources. The southern portion of the property is developed as a truck parking lot and the northern portion of the property is disturbed and regularly disced for fire fuel management. Regionally, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the conservation of sensitive plant and animal species and their associated habitats in western Riverside County. The City of Moreno Valley approved the MSHCP on January 13, 2004. The MSHCP identifies a Criteria Area, in which habitat conservation efforts are targeted. The Project site is not located with the Criteria Area. As such, the site is not targeted for open space conservation as part of the regional plan for habitat conservation (Riverside County, 2003c, Vol. 1 Ch. 3).

#### 2.5.6 CULTURAL RESOURCES

The Project site contains no historic resources, no known cultural or paleontological resources, and has a low potential for the discovery of subsurface resources. According to Figure 5.10-3 of the Moreno Valley General Plan Final EIR, mountainous areas in the eastern portion of the City, known as the Badlands, have the greatest potential for encountering paleontological resources in Moreno Valley (City of Moreno Valley, 2006b). The Project site is not located in close proximity to the Badlands. From an archaeological perspective, Moreno Valley is located in the traditional tribal use areas of Native American Tribes, particularly the Luiseno and Cahuilla Indians. Although no archaeological resources are known to be present on the Project site and have a low potential for being discovered beneath the surface of the site, subsurface resources still have the potential to exist.

#### 2.5.7 Transportation

Interstate 215 (I-215), Interstate 15 (I-15), State Route 60 (SR-60) and State Route 91 (SR-91) are major vehicular travel routes in the region of the Project site. The Project site is located approximately 1.9 miles east of I-215, easterly of the Harley Knox Boulevard interchange. From the Harley Knox Boulevard interchange, I-215 connects with I-15 approximately 24 roadway miles to the south and connects with SR-60 approximately 6.0 roadway miles to the north.

The Project site is located immediately south of San Michele Road, west of Perris Boulevard, north of Nandina Avenue, and approximately 1,150 feet east of Knox Street. Existing traffic on nearby roadways consists of both passenger vehicles and trucks accessing the existing industrial/warehouse developments in the area. The City of Moreno Valley's designated truck route includes Cactus Avenue, Frederick Street, Heacock Street, San Michele Road, Nandina Avenue, and Indian Street south of San Michele Road.

Regarding other forms of transportation, field observations indicated that there is nominal pedestrian and bicycle activity in the area (refer to *Technical Appendix F*). The Riverside Transit Agency (RTA) operates bus services along Perris Boulevard via Route 19. There is currently no commuter rail service in the City of Moreno Valley, but a route is planned along the west side of I-215 called the Perris Valley Line, with a planned station at Alessandro Boulevard, approximately 7.0 roadway miles from the Project site (RCTC, n.d.). Approximately 0.9 mile west of the Project site is the March ARB/Inland Port Airport (IPA), at which the airport is used by military and government aircraft with limited use by civilian aircraft. Although air cargo service was discontinued in 2008, the March ARB/IPA Joint Land Use Study (March JPA, 2010 Ch. 2), discloses the potential for increased general aviation use.

Refer to Subsection 4.4, *Transportation/Traffic*, for a more thorough discussion of the Project's site existing transportation setting.

#### 2.5.8 Noise

Primary sources of noise in the Project vicinity include vehicle noise, aircraft noise, and noise from construction and operational activities associated with development. To determine the existing acoustical setting, 24-hour noise measurements were taken in the Project study area by Urban Crossroads, Inc. at five (5) locations on October 25, 2012. Measured hourly noise levels ranged from 53.5 to 66.9 decibels (dBA Leq), resulting in Community Noise Equivalent Levels (CNELs) ranging from 61.4 CNEL to 66.9 CNEL (refer to *Technical Appendix E*).

Refer to Subsection 4.3, *Noise*, for a more thorough discussion of the Project's site existing noise setting.

#### 2.5.9 Utilities and Service Systems

The Project site is located in the service area of Eastern Municipal Water District (EMWD) for domestic water and sewer service. EMWD manages the domestic water supply and delivery service within its 555 square mile service area, including the City of Moreno Valley, all or portions of six other cities, and a portion of unincorporated Riverside County. As documented in EMWD's 2010 Urban Water Management Plan, EMWD has four sources of water supply: imported water from the Metropolitan Water District (MWD), recycled water, local groundwater production, and desalted groundwater (EMWD, 2011 Ch. 3). EMWD has an adopted Water Shortage Contingency Plan (EMWD Ordinance 117.2) that applies regulations and restrictions on the delivery of and consumption of water during water shortages. Regarding sewer collection and treatment, EMWD collects and treats all of the wastewater collected in its service area to tertiary standards. Treated wastewater is disposed of by means of customer sales, discharge to Temescal Creek, and through percolation and evaporation while stored in EMWD ponds (EMWD, 2011, Ch. 3). Solid waste collection and disposal in the Project area is conducted by Waste Management of the Inland Empire, a division of Waste Management, Inc. Landfills that have the potential of receiving solid waste from the Project site include the El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill.

## 3.0 PROJECT DESCRIPTION

This section provides all of the information required by CEQA Guidelines §15124, including: a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; and a description of the intended uses of this EIR including a list of government agencies that are expected to use this EIR in their decision-making processes, a list of the permits and approvals that are required to implement the Project, and a list of related environmental review and consultation requirements.

Under existing conditions, the 17.3-acre Project site contains an 8.3-acre trailer parking yard and 9.0 acres of disturbed, undeveloped land that is approved for development as a parking lot which has not yet been constructed. The proposed Project involves demolition and removal of the existing trailer yard, grading of the 17.3-acre property, and construction and operation of a warehouse building containing 400,130 square feet (s.f.) of interior building space. Associated improvements to the property include, but are not limited to loading docks, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins.

This EIR (P12-064) analyzes the physical environmental effects associated with all components of the Project, including planning, construction, and operation. Approval of a Plot Plan (PA12-0023) is requested of the City of Moreno Valley to implement the proposed Project. No other discretionary actions are required on the part of the City to approve the Project; nonetheless, this EIR covers any and all other discretionary and administrative approvals that may be required of the City of Moreno Valley or other governmental agencies to fully implement the proposed Project.

## 3.1 Project Location

The Project site consists of 17.3 acres in the southern portion of the City of Moreno Valley, Riverside County, California (see Figure 3-1, *Regional Map*). From a regional perspective, the Project site is located north of the City of Perris, southeast of the City of Riverside, and south, east, and west of unincorporated areas in Riverside County. Interstate 215 (I-215) is located approximately 1.85 miles to the west of the site and State Route 60 (SR-60) is located approximately 4.85 miles to the north of the site. At the local scale, the Project site is situated south of San Michele Road, north of Nandina Avenue, west of Perris Boulevard, and about 1,150 feet east of Knox Street, as illustrated on Figure 3-2, *Vicinity Map*, and Figure 3-3, *USGS Topographic Map*. Refer to EIR Section 2.0 for more information about the Project site's regional and local setting.

# 3.2 STATEMENT OF OBJECTIVES

The primary objective of the proposed Project is to construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the Moreno Valley Industrial Area Plan (Specific Plan 208.) The following is a list of specific objectives sought by the proposed Project.

A. To construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208.)

- B. To develop a logistics center warehouse building that is feasible to construct and operate and that appeals to light industrial and warehouse distribution tenants seeking to locate in the Moreno Valley area.
- C. To make efficient use of property designated for industrial development by developing a logistics center warehouse building on a property that is adjacent to existing warehouse development and that achieves a minimum floor area ratio (FAR) of 0.5.
- D. To construct and operate a logistics center warehouse building within five miles of major regional transportation corridors.
- E. To attract new businesses and jobs to the City of Moreno Valley, thereby providing a more equal jobs/housing balance both in the city and in Riverside County and reducing the need for members of the existing local workforce to commute outside the area for employment.

# 3.3 Proposed Plot Plan PA12-0023

The Project involves the construction and operation of one warehouse building containing 400,130 s.f. of interior floor space. The only discretionary action required to be approved by the City of Moreno Valley is Plot Plan PA12-0023. Other discretionary and administrative actions that would or could be necessary to implement the proposed Project are listed in Table 3-1, *Matrix of Project Approvals/Permits*. A detailed description of the proposed Project is provided in the following subsections.

Table 3-1 Matrix of Project Approvals/Permits

	T			
PUBLIC AGENCY	APPROVALS AND DECISIONS			
City of Moreno Valley				
Proposed Project – City of Moreno Valley Discretionary Approvals				
City of Moreno Valley Planning Commission	<ul> <li>Approve, conditionally approve, or deny PA12-0023.</li> <li>Reject or certify this EIR along with appropriate CEQA Findings (P12-064).</li> </ul>			
Subsequent City of Moreno Valley Discretionary and Ministerial Approvals				
City of Moreno Valley Subsequent Implementing Approvals	<ul> <li>Approve Final Maps, parcel mergers, lot line adjustments, or parcel consolidations, as may be appropriate.</li> <li>Approve Conditional or Temporary Use Permits, if required.</li> <li>Issue Grading Permits.</li> <li>Issue Building Permits.</li> <li>Approve Road Improvement Plans.</li> <li>Issue Encroachment Permits.</li> <li>Accept public right-of-way dedications.</li> </ul>			
Other Agencies – Subsequent Approvals and Permits				
Riverside County Flood Control and Water Conservation District	Approvals for drainage infrastructure.			
Eastern Municipal Water District	<ul> <li>Approvals for water and sewer infrastructure.</li> </ul>			
Santa Ana Regional Water Quality Control Board	<ul> <li>Issuance of a Construction Activity General Construction Permit.</li> <li>Issuance of a National Pollution Discharge Elimination</li> </ul>			



PUBLIC AGENCY	APPROVALS AND DECISIONS
	System (NPDES) Permit.

#### 3.3.2 GENERAL DESCRIPTION OF PLOT PLAN PA12-0023

As shown on Figure 3-4, *Plot Plan PA12-0023*, the Project Applicant proposes to construct and operate a new logistics center warehouse building on a 17.3-acre property in accordance with the "Industrial" land use designation applied the property by the Moreno Valley Industrial Area Plan (MVIAP). Although the MVIAP designates an "Industrial Support Area" overlay on the southeastern corner of the site, which allows industrial support uses to occur within 300 feet of the Perris Boulevard/Nandina Avenue intersection, the Project Applicant has elected not to include industrial support uses as part of the proposed Project.

The proposed building is designed to contain 400,130 s.f. of interior floor space consisting of 394,130 s.f. of warehouse space and 6,000 s.f. of office and mezzanine space. As shown on Figure 3-5, *Plot Plan PA12-0023 Detail*, the front door and office would be positioned at the southeast corner of the building, facing the intersection of Perris Boulevard/Nandina Avenue. A total of 59 loading bays are planned for loading, unloading, and short-term parking of truck trailers. On the 17.3 acre property, 0.3 acres would be dedicated to the City of Moreno Valley for the widening of San Michele Road, so the total net parcel acreage is 17.0 acres. Over the 17.0 net acre parcel, the proposed building calculates to a floor area ratio (FAR) of 0.51.

The proposed Plot Plan also depicts the number and location of proposed driveway entrances and passenger car and trailer parking spaces. The Plot Plan specifies 159 passenger car parking spaces (including six (6) spaces accessible to persons with disabilities) and 63 spaces for trailer parking. The trailer parking spaces and the building's dock doors are proposed to have restricted access by automatic gates. Bicycle parking also would be provided on the property in compliance with the City of Moreno Valley Municipal Code Section 9.11. Two (2) driveway entrances would occur at San Michele Road and two (2) driveway entrances would occur at Nandina Avenue.

#### 3.3.3 ARCHITECTURE

Figure 3-6, Architectural Elevations, depicts conceptual architectural elevations for the proposed building. The structure would be 40 feet tall, although architectural projections may exceed 40 feet. Exterior materials include concrete tilt-up panels and glass windows with blue reflective glazing. The color palette for the exterior building façades includes shades of white and gray. The building interior is designed to provide a main warehouse floor, office space, and mezzanine. Although the building has the potential to be divided for multiple tenant use, it is designed for a single user/occupant (Cochran, 2012a).

#### 3.3.4 CONCEPTUAL LANDSCAPE PLAN

A conceptual landscape plan accompanies the proposed Plot Plan application and is depicted on Figure 3-7, *Conceptual Landscaping Plan*. The landscape plan indicates that trees, shrubs, and groundcovers are proposed to be planted along the property's street frontages at Nandina Avenue, Perris Boulevard, and San Michele Road, at building entries and driveways, in and around proposed detention/water quality basins, around the perimeter of the building except for the west-facing façade where the loading bay doors would occur, and in the passenger car parking areas.

Proposed landscaping would be ornamental in nature, except within detention basins where plant materials would be selected to serve water quality functions. Prior to the issuance of a building permit, the Project Applicant would be required to submit specific planting and irrigation plans to the City of Moreno Valley for review and approval. The plans would be required to comply with Chapter 9.17 of the City of Moreno Valley Municipal Code, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

### 3.3.5 Infrastructure Improvements

## A. Public Roadway Improvements

The existing public street network servicing and abutting the Project site consists of San Michele Road to the north, Perris Boulevard to the east, and Nandina Avenue to the south. Public roadway dedications and improvements that are proposed as part of the Plot Plan are described below.

- **Perris Boulevard**. Perris Boulevard is a north-south oriented roadway located along the Project site's eastern boundary. The proposed Project would install curb, gutter, and sidewalk improvements along its frontage as specified by the final conditions of approval for the proposed Project and applicable City of Moreno Valley standards. The Project also would provide space for a transit stop along its Perris Boulevard frontage for the construction of a turnout for mass transit vehicles.
- San Michele Road. San Michele Road is an east-west oriented roadway located along the northern boundary of the Project site. As part of the proposed Project, 0.3 acres of land would be conveyed to the City of Moreno Valley to widen the San Michele Road public right-of-way along the northern Project frontage. The proposed Project would improve San Michele Road along the property's frontage by adding curb, gutter, sidewalk, and pavement as will be required by the final conditions of approval for the proposed Project and applicable City of Moreno Valley standards.

A complete description of other Project-required transportation improvements is provided in EIR Subsection 4.4, *Transportation and Traffic*.

# B. Water and Wastewater Conveyance Facilities

Water and wastewater service is provided to the Project site by Eastern Municipal Water District (EMWD). All proposed water and sewer facilities are required to be designed in accordance with EMWD standards and would require review and approval by EMWD prior to their installation. The locations of proposed fire hydrants also require review and approval by the Moreno Valley Fire Department prior to installation.

## **□** Water Service

Fire and domestic service connections have already been provided to the site during the construction of the warehouse building located to the immediate west. Water service is available to the Project site under existing conditions via EMWD's existing 12" line located beneath Nandina Avenue. As part of the proposed Project, subsurface water lines would be installed on the property to connect



with the existing system. Also, a pump house is proposed to be constructed on the site associated with the Project's fire protection system. No water line installations are proposed beyond the boundaries of the Project site.

## ■ Wastewater Service

Wastewater service is available to the Project site under existing conditions via EMWD's existing 15" sewer main located beneath Nandina Avenue. A 6" lateral has already been provided to the Project site during construction of the warehouse building to the immediate west. As part of the proposed Project, subsurface conveyance lines would be installed on the property to connect with the existing system. No wastewater line installations are proposed beyond the boundaries of the Project site.

# C. Drainage

Under existing conditions, two (2) water quality/detention basins are located on the southern portion of the Project site, located at the property's southwestern corner and parallel to the site's frontage with Nandina Avenue. These basins were constructed as part of approved Parcel Map No. 35859 (PA07-0165) to facilitate drainage flow from the southern portion of the property to the City's storm drain system. As part of the proposed Project, the existing basins would be modified to accommodate some additional runoff area as a new basin would be installed along Perris Boulevard.

# D. Earthwork and Grading

Earthwork and grading would occur on the 17.3-acre Project site and no area of the site would be left undisturbed. According to the Plot Plan, earthwork and grading activities would result in approximately 13,300 cubic yards of cut and 42,000 cubic yards of fill. Depths of grading would extend from approximately 2.0 to 5.0 feet in depth, except in the areas of proposed detention basins that would be excavated to depths of approximately 4.0 to 5.0 feet. Import of between 28,000 and 30,000 cubic yards of earth materials is anticipated. Although the location of the borrow site is not known at this time, this EIR assumes that the borrow site will be located in close proximity to the Project site and have all necessary governmental approvals for disturbance (Cochran, 2012a). The Project site is relatively flat and proposed grading would not create manufactured slopes except around the proposed detention/water quality basins. As shown on the Plot Plan, manufactured slopes that would be created around the on-site basins would be up to approximately 4.0 feet in height with a maximum gradient of 2:1.

### E. Construction Characteristics

The proposed Project would be constructed over the course of approximately eight (8) months. First, demolition of the existing parking lot would occur. It is expected that approximately 12,800 cubic yards of demolition debris would be generated, which would be processed and reused during Project construction (Webb, 2012). After demolition, the 17.3 acre parcel would be graded, the underground utility system would be installed and fine grading would occur. Next, surface materials would be poured and the building would be erected, connected to the underground utility system, and painted. Lastly, landscaping and fencing/walls would be installed. The approximate construction schedule provided by the Project Applicant is as follows (Cochran, 2012a).

- Demolition: 2 weeks

- Grading and subsurface improvements: 3 weeks
- Utility installation, building construction: 6 months
- Landscaping and fencing/wall installation: 1 month

Construction equipment is expected to operate on the Project site eight (8) hours per day, five (5) days per week. The types and numbers of heavy equipment expected to be used during construction activities are listed in the air quality technical report attached to this EIR as *Technical Appendix B*. For purposes of evaluation in this EIR, it is assumed that the new building would be operational in late 2013.

## F. Operational Characteristics

At the time this EIR was prepared, the future tenant of the proposed building was unknown. For the purpose of analysis in this document, the future uses on site are assumed to be any of those uses permitted by the Moreno Valley Industrial Area Plan's "Industrial" designation and the City of Moreno Valley Municipal Code. Furthermore, this EIR assumes the proposed building would be operational 24 hours per day. The Project Applicant estimates that the building would likely be used as a warehouse for dry goods storage (Cochran, 2012a). The building is not designed to accommodate tenants that require warehouse refrigeration. Business operations would be conducted within enclosed buildings, with the exception of traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

Because the building tenant is not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis within this EIR, employment estimates are calculated using average employment density factors reported by the Southern California Association of Governments in their publication "Employment Density Study Report," (SCAG 2001). This publication reports that for every one (1) acre of warehouse land use in Riverside County, the median number of jobs supported is 11.69 (SCAG 2001, Table 9A). Thus, the proposed Project's 17.0 net acres is expected to support approximately 191 jobs. (Refer to EIR Subsection 5.3, *Growth-Inducing Impacts*, for more information about the Project's employment estimate calculations.).

# 3.4 STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL

The proposed Plot Plan PA12-0023 and its technical aspects were reviewed in detail by various City of Moreno Valley departments and divisions. These departments and divisions are responsible for reviewing land use applications for compliance with City codes and regulations. They also were responsible for reviewing this EIR (P12-064) for technical accuracy and compliance with CEQA. The City of Moreno Valley departments and divisions responsible for technical review include:

- Community & Economic Development Department, Building and Safety Division
- Community & Economic Development Department, Land Development Division
- Community & Economic Development Department, Planning Division
- Public Works Department, Transportation Engineering Division
- Public Works Department, Special Districts Division
- Fire Prevention Bureau
- Moreno Valley Utility

Review of proposed Plot Plan PA12-0023 by the City departments and divisions listed above will result in the production of a comprehensive set of draft Conditions of Approval that will be available for public review prior to consideration of the proposed Project by the Moreno Valley Planning Commission. These conditions will be considered by the Planning Commission in conjunction with their consideration of PA12-0023. If approved, the Project will be required to comply with all imposed Conditions of Approval.

Conditions of Approval and other applicable regulations, codes, and requirements to which the Project is required to comply and that result in the reduction or avoidance of an environmental impact are specified in each subsection of EIR Section 4.0, Environmental Analysis. These are referred to as "Project Requirements" throughout this EIR.

# 3.5 SUMMARY OF REQUESTED ACTIONS

The City of Moreno Valley has primary approval responsibility for the proposed Project. As such, the City serves as the Lead Agency for this EIR pursuant to CEQA Guidelines §15050. The role of the Lead Agency was previously described in detail in Subsection 1.4 of this EIR). The City Planning Commission will consider the proposed Plot Plan for approval, approval with changes, or denial. The Planning Commission's decision is final unless appealed to the City Council. The City will consider the information contained in this EIR and this EIR's Administrative Record in its decision-making processes. Upon approval of the Project and certification of this EIR, the City would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval. A list of the primary actions under City jurisdiction is provided in Table 3-1, *Matrix of Project Approvals/Permits*.

Also provided in Table 3-1 is a list of other authorities that are expected to use this EIR and a summary of the subsequent actions associated with the Project. This EIR covers all federal, state, local government and quasi-government approvals that may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 3-1 or elsewhere in this EIR (CEQA Guidelines Section 15124(d)).

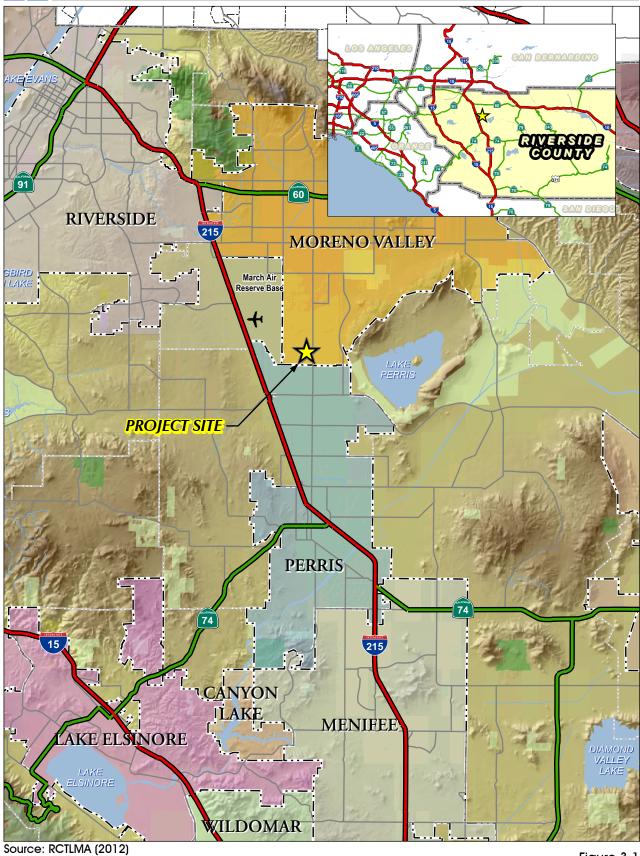
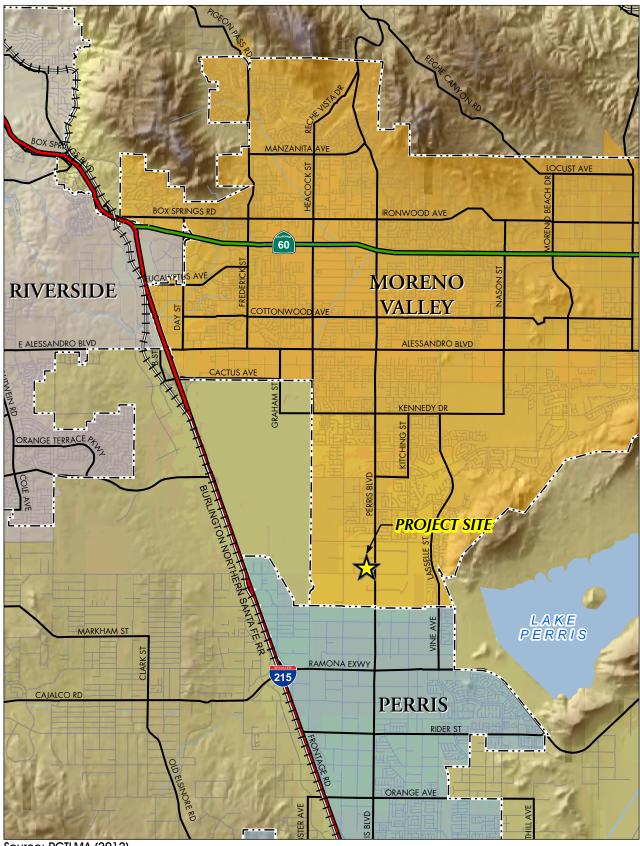


Figure 3-1



Regional Map



Source: RCTLMA (2012) Figure 3-2



Vicinity Map

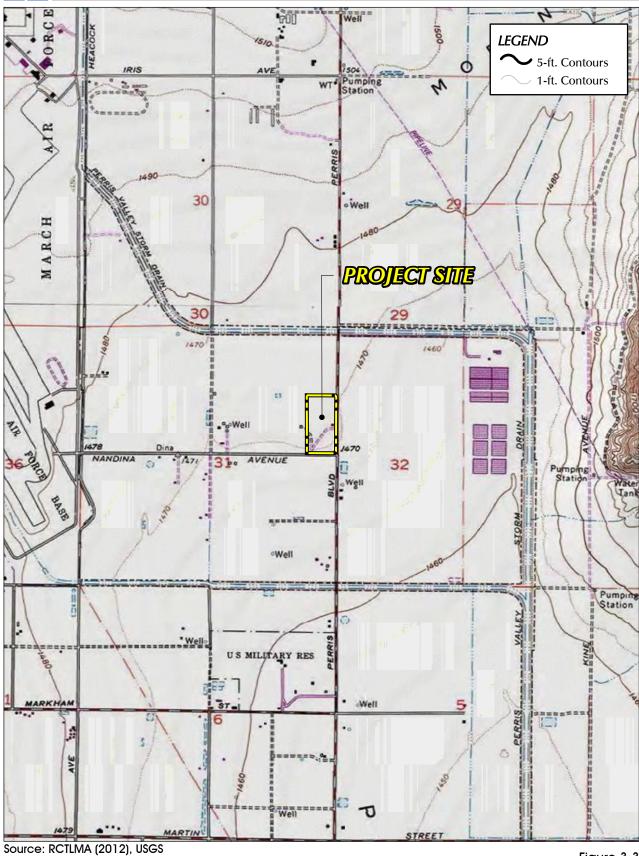


Figure 3-3



**USGS** Topographic Map



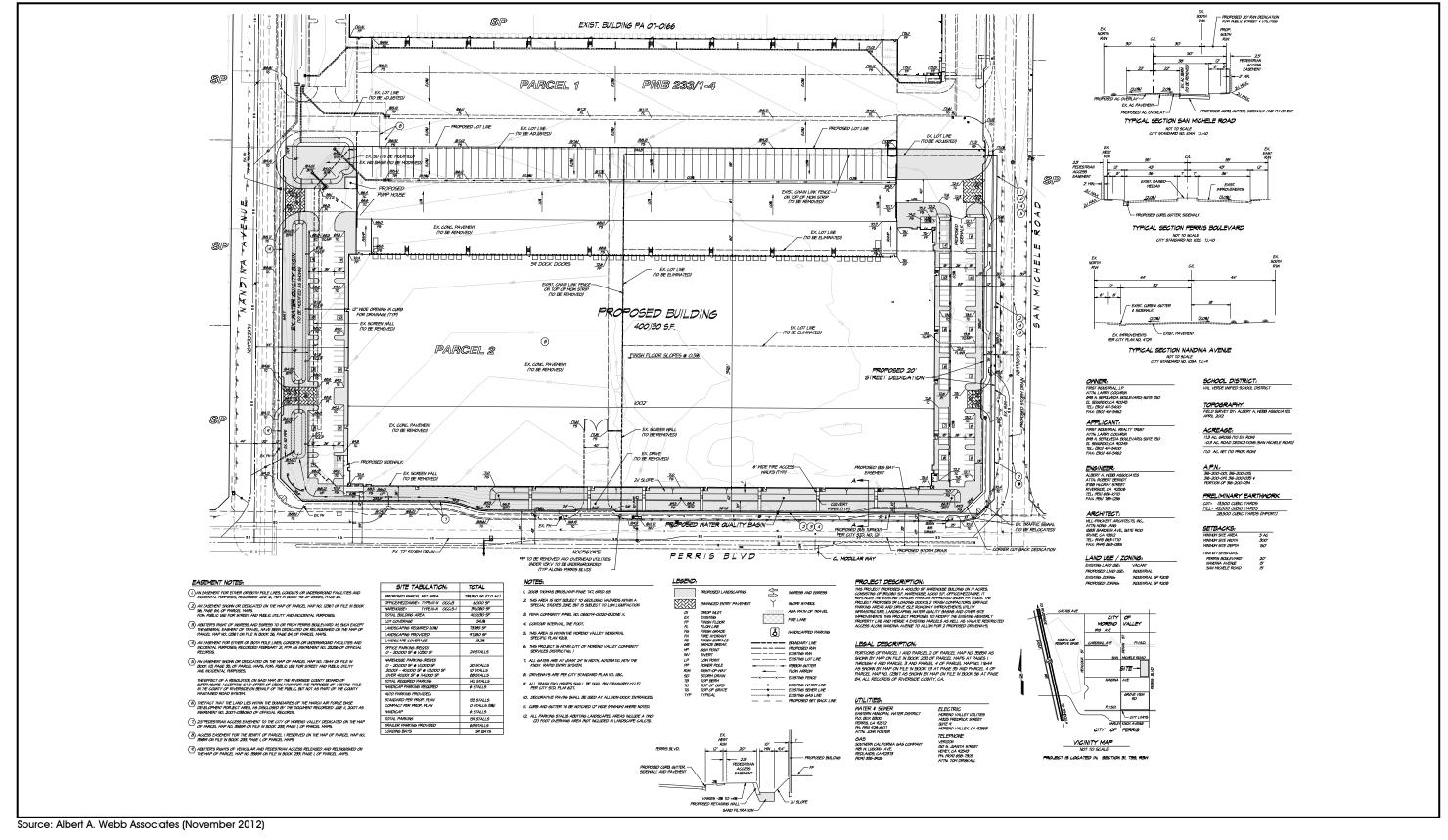
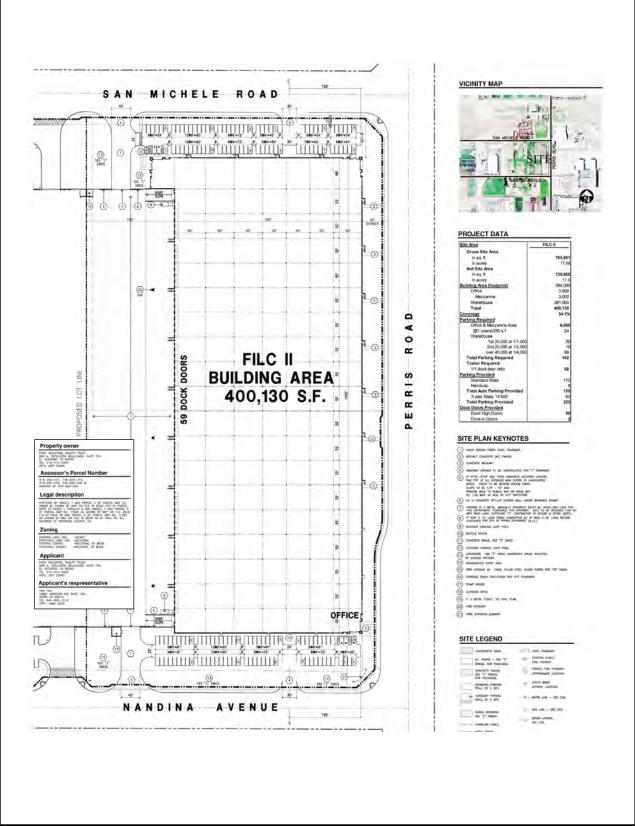




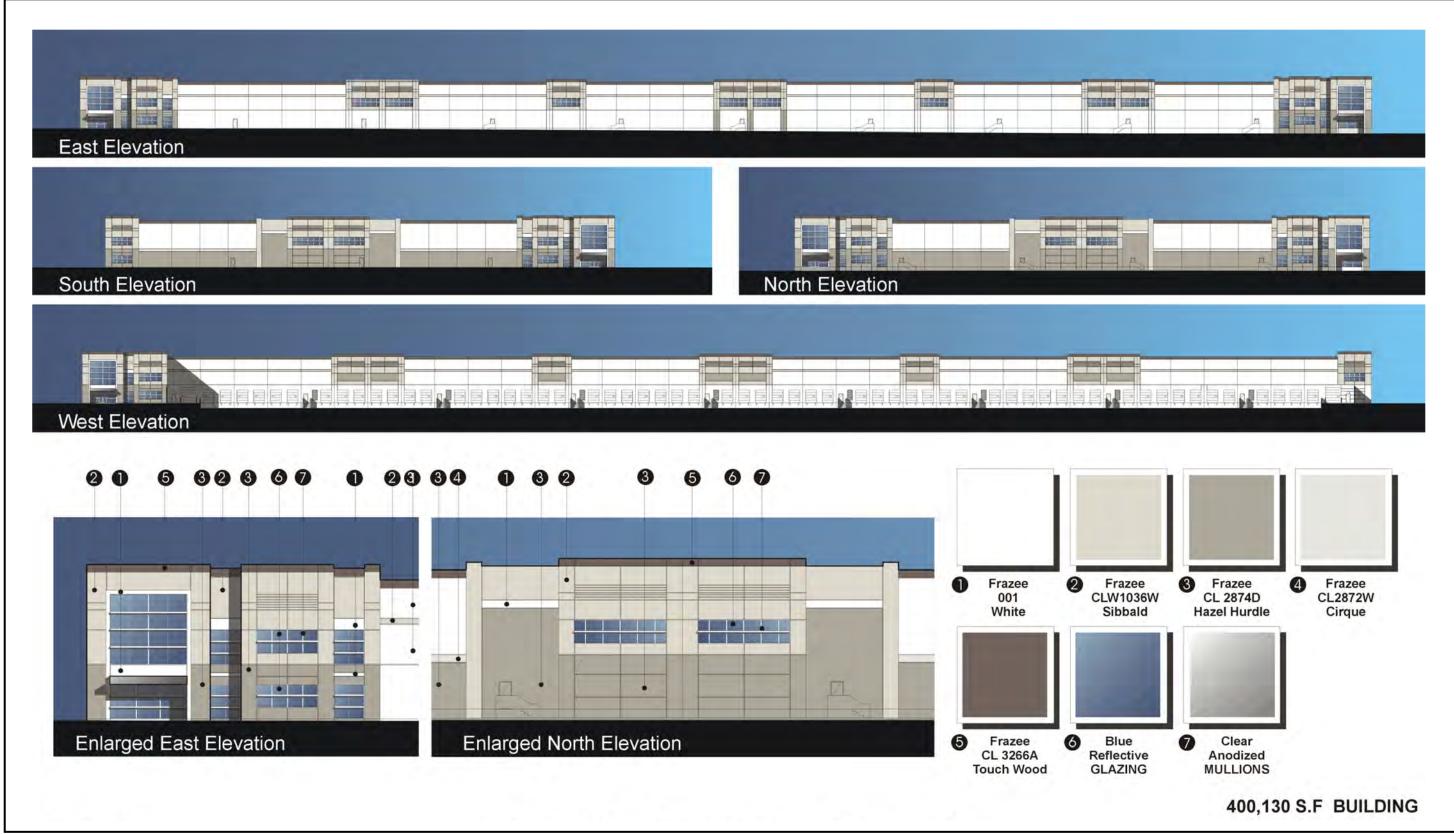
FIGURE 3-4 Plot Plan PA12-0023



Source: HPA Architecture (May 2012)

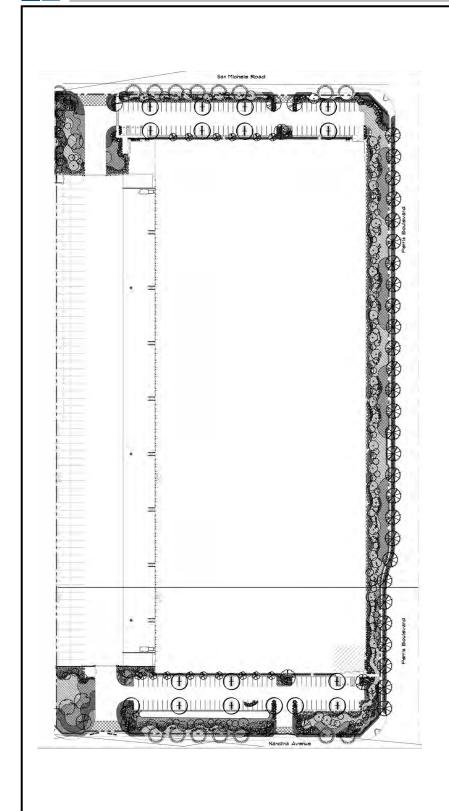


FIGURE 3-5 Plot Plan PA12-0023 Detail



Source: HPA Architecture (May 2012)

FIGURE 3-6 Architectural Elevations



PEES YMBOL	BOTANICAL/COMMON NAME	SIZE	atr	ulcoL8	REMARK
+	Chitalps tashkenterals	24' Box	n	L	Mulu
P	Konfreuteria bipimata Chinese Fiane Tres	36" Box	п	н	Multi
8	Lageratroenia i Miskogea' Crape Mytle	24' Box	a	н	Mului
$\bigcirc$	Liquicianipar etyraciflus Supatigun	5 Gal	69	м	Multi
8	Liniodendron tulipifere Tulip Tree	24' Box	28	м	
C	Pinus elderica Afghan Pine	24' Box	n	L	
TOWNS THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLU	Platanus acentrolia London Plana	24° Box	16	м	Standen
0	Shue lances African Sunac	24' Box	43	L	
3	Schinus nolls California Pepper	24° Box	3	Ŀ	
8	Triatania conferta Brisbane Box	(5 Gal)	16	Ŀ	
*	Phoenia dectylifere Date Pale	B' bt	6	L	Skinned
HRUB5					
111BOL	BOTANICAL/COMMON NAME	SIZE	arr	IUCOL8	REMARK
•	Dietes bicolor Forinight Lify	5 Gal	328	L	
Θ	Laptosparmum a, 'Ruby Glov' New Zasland Tes Tree	5 Gal	34	7	
0	Leucophyllus F, Green Cloud Texas Ranger	5 641	697	2	
Ð	Perovekia atriplicifolia Russen Sage	B Gal	6	1	
Ð	Rosentry  Rosentry	9 Gel	403	i.	
0	Salvia graggii Autum Baga	5 Gal	363	L	
9	Senna artenisioldes Feathery Casela	5 Gal	227	L	
0	Gest Rosensry	5 Gal	721	L	
CCENTE		_	_		
YMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	шсоць	REMARK
Θ	Agave villeoriniene Agave	15 Gal	2	L	
Θ	Daylerion sheeleri Desert Spoon	15 Gal	3	E	
8	Purple Fountain Grass	5 Gal	221	L	
ROUND					
YHEOL	BOTANICAL/COMMON NAME	BIZE	SPACING		REHARK
	Acadia redolers Lou Boy' Acadia	) Gal	6' OC.	L	
	Baccherie pilularie Coyota Bush	Gal	24° O.C.	T.	
	Gold Hound Lentens	i Gal	30° O.C.	L.	
	Lonicera J. Halliana* Hall's Honeynuckle	Flate	n. oc	F	
	Moporum parvifolium Moporum	1 Gal	36° O.C.	L	
ALL TRE	EES WITHIN 5" OF HARDSCAPE SH NORTHER ACTOR TO INSTALL CONCRETE IN IEAS SEE PLANTING DETAIL SHE ANTIER AREAS TO RECEIVE A 2" 2").	OU CURE B	ETLEEN P	ANTERO	AND

Source: Hunter Landscape (May 2012)



FIGURE 3-7 Conceptual Landscaping Plan



## 4.0 ENVIRONMENTAL ANALYSIS

#### 4.0.1 SUMMARY OF EIR SCOPE

In accordance with CEQA Guidelines §§15126 - 15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulative impacts that have the potential to occur from planning, constructing, and/or operating the proposed Project.

In compliance with the procedural requirements of CEQA, an Initial Study was prepared to determine the scope of environmental analysis for this EIR. Public comment on the scope was considered in the form of written comments received by the City of Moreno Valley in response to the NOP issued for this EIR. Taking all known information and public comments into consideration, five (5) primary environmental subject areas are evaluated, as listed below. Each subsection evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein.

- 4.1 Air Quality
- 4.2 Greenhouse Gas Emissions
- 4.3 Noise
- 4.4 Transportation/Traffic
- 4.5 Biological Resources

Twelve (12) environmental subjects were determined by the City to have no potential to be significantly impacted by the Project with mandatory compliance to regulatory requirements, as concluded by the Project's Initial Study (included in *Technical Appendix A* to this EIR) and after consideration of all comments received by the City on the scope of this EIR. These 12 subjects are discussed in Subsection 5.4, *Effects Found Not to be Significant as Part of the Initial Study Process*, and include: aesthetics, agriculture resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, population and housing, public services, recreation, and utilities/service systems.

#### 4.0.2 Scope of Cumulative Effects Analysis

CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines §15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines §15130(a)(1)). As defined in CEQA Guidelines §15355:

'Cumulative Impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Guidelines §15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: "1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency ['the list of projects approach'], or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact ['the summary of projections approach']."

The summary of projections approach is used in this EIR, except for the evaluation of cumulative traffic and vehicular-related air quality and noise impacts. The analysis of cumulative traffic impacts uses the list of projects approach, as is required to be used by the City of Moreno Valley Transportation Engineering Division's Traffic Impact Analysis Preparation Guide (August 2007). Therefore, the cumulative analysis of vehicular-related air quality and noise impacts which relies on the traffic study, inherently also encapsulates the list of projects approach.

Using the summary of projections approach, the cumulative study area includes the City of Moreno Valley, the City of Perris, the City of Riverside, and the Harvest Valley/Winchester Area Plan (HVWAP), Lakeview/Nuevo Area Plan (LNAP), and the Mead Valley Area Plan (MVAP), all of which are part of the Riverside County General Plan. These three cities and the three Riverside County Area Plans encompass portions of western Riverside County that have similar environmental characteristics as the Project area. The selected study area encompasses the Perris Valley, which is largely bounded by prominent topographic landforms, such as Reche Canyon to the north, the Badlands to the east, and the Lakeview Mountains to the southeast. This study area exhibits similar environmental characteristics as the Project site. This study area also encompasses the service areas of the Project's primary public service and utility providers. Areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that are different from those of the Project area, or are simply too far from the proposed Project site to be cumulatively considerable.

Environmental impacts associated with the buildout of the Riverside County General Plan were evaluated in a Program-level EIR certified by Riverside County in 2003 (SCH No. 2002051143). The Riverside County General Plan EIR is herein incorporated by reference, and is available for review at the County of Riverside Transportation and Land Management Agency Planning Department, 4080 Lemon Street, 12th Floor, Riverside CA 92502. Likewise, the environmental impacts associated with the buildout of the City of Perris General Plan were evaluated in a Program-level EIR that was certified by the Perris City Council on April 26, 2005 (SCH No. 2004031135). The City of Perris General Plan EIR is also incorporated by reference, and is available for review at the City of Perris Department of Community Development, 135 North "D" Street, Perris CA 92570. Finally, the environmental impacts associated with the buildout of the City of Riverside General Plan were evaluated in a Program-level EIR that was certified by the Riverside City Council in November

2007 (SCH No. 2004021108). The City of Riverside General Plan EIR is also incorporated by reference, and is available for review at the City of Riverside Community Development Department, Planning Division, 3900 Main Street, Riverside, CA 92522.

A specific cumulative study area was established using "the list of projects approach" to assess the cumulative effect of the Project's traffic and transportation impacts, as required by the City of Moreno Valley Transportation Engineering Division's Traffic Impact Analysis Preparation Guide. And, because the Project's traffic report is relied upon to evaluate vehicular-related air quality and noise impacts, the same cumulative study area was applied. The cumulative study area includes approved and pending development projects within an approximate three (3)-mile radius of the Project site, as well as several large, traffic-intensive projects falling beyond a three (3)-mile radius of the Project site. As such, the cumulative impact analysis of traffic impacts and vehicular-related air quality and noise impacts considers 53 other past, present, and reasonably foreseeable projects within this study area. The traffic and vehicular-related effects of projects physically located beyond the geographic area identified in the list of projects approach are captured as part of adding a compounded 2% annual growth rate to the analysis scenarios. This methodology presents a more reasonable approach to cumulative traffic analysis than the General Plan projection approach by recognizing development projects that actually have the potential to contribute traffic and vehicularrelated air quality emissions and noise to the same intersections, roadway segments, and/or freeway segments as the proposed Project and have the potential to be made fully operational during a similar timeframe as the proposed Project. Specific development projects included in the traffic impact cumulative analysis are listed in Table 4-3 of the Project's Traffic Impact Analysis (refer to Technical Appendix F).

#### 4.0.3 IDENTIFICATION OF IMPACTS

Subsections 4.1 through 4.5 of this EIR evaluate the five (5) environmental subjects warranting detailed analysis, as determined by this EIR's Initial Study. The format of discussion is standardized as much as possible in each section for ease of review. The environmental setting is discussed first, followed by a discussion of the Project's potential environmental impacts based on specified thresholds of significance used as criteria to determine whether potential environmental effects are significant. The thresholds of significance used in this EIR are based on the thresholds presented in CEQA Guidelines Appendix G and as applied by the City of Moreno Valley to create the Project's Initial Study Checklist (included in *Technical Appendix A* to this EIR). The thresholds are intended to assist the reader of this EIR in understanding how and why this EIR reaches a conclusion that an impact would or would not occur, is significant, or is less than significant. As required by CEQA Guidelines §15126.2(a), impacts are identified as direct, indirect, cumulative, short-term, long-term, on-site, and/or off-site impacts of the proposed Project.

A summarized "impact statement" is provided in each subsection following the analysis. The following terms are used to describe the level of significance related to the environmental conditions affected by the proposed Project:

• <u>No Impact</u>: An adverse change in the physical environment would not occur.

- <u>Less Than Significant Impact</u>: An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this EIR.
- <u>Significant Impact</u>: A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each subsection also includes a listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any) related to the environmental subject area under evaluation. If impacts are identified as significant after the application of regulatory criteria, feasible mitigation measures are listed that could be applied to either avoid the impact or to reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- <u>Less Than Significant Impact With Mitigation</u>: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less than significant level through the application of feasible mitigation measures.
- <u>Significant and Unavoidable Impact</u>: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible mitigation measures are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

For any impact identified as significant and unavoidable, the City of Moreno Valley would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines §15093 in order to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record on file at the City of Moreno Valley, that outweigh the unavoidable impacts.

# 4.1 AIR QUALITY

This subsection is based on two technical studies that were prepared by Urban Crossroads, Inc. to evaluate the Project's potential to adversely affect local and regional air quality. These studies include the following: 1) "First Inland Logistics II Air Quality Impact Analysis" (November 14, 2012), which is included as *Technical Appendix B* to this EIR (Urban Crossroads 2012a); and 2) "First Inland Logistics II Mobile Source Health Risk Assessment" (November 14, 2012), which is included as *Technical Appendix C* to this EIR (Urban Crossroads 2012b). In addition, information used to support the analysis in this subsection was obtained from the City of Moreno Valley General Plan (Moreno Valley 2006a) and California Air Resources Board (CARB 2009).

## 4.1.1 Existing Conditions

## A. Atmospheric Setting

The Project site is located in the South Coast Air Basin (SCAB or "Basin") which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB encompasses approximately 6,745-square miles and includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. (Urban Crossroads, 2012a, p. 8)

## B. Regional Climate and Meteorology

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence air quality. Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Because the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. (Urban Crossroads, 2012a, pp. 8-9)

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14-1/2 hours of possible sunshine. (Urban Crossroads, 2012a, p. 9)

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms

moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island that results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections. (Urban Crossroads, 2012a, p. 9)

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. (Urban Crossroads, 2012a, p. 9)

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides  $(NO_X)$  and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (Urban Crossroads, 2012a, p. 10)

# C. Air Quality Pollutants and Associated Health Effects

The federal government and State of California have established maximum permissible concentrations for common air pollutants that may pose a risk to human health or would otherwise degrade air quality and adversely affect the environment. These regulated air pollutants are referred to as "criteria pollutants." An overview of the common criteria air pollutants in the SCAB, their sources, and associated effects to human health are summarized on the following pages.

• <u>Carbon Monoxide (CO)</u> is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. (Urban Crossroads, 2012a, p. 14)

CO combines with hemoglobin to produce carboxyhemoglobin (COHb), which interferes with the transport of oxygen throughout the body. The most common symptoms associated with CO poisoning include headache, nausea, vomiting, dizziness, fatigue, and weakness. Exposure to CO can also result in chest pain. Individuals most at risk to the effects of CO

include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic oxygen deficiency. (Urban Crossroads, 2012a, p. 20)

- <u>Sulfur Dioxide (SO<sub>2</sub>)</u> is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO<sub>2</sub> oxidizes in the atmosphere, it forms sulfates (SO<sub>4</sub>). Collectively, these pollutants are referred to as sulfur oxides (SO<sub>X</sub>). (Urban Crossroads, 2012a, p. 18)
- Nitrogen Oxides (NO<sub>x</sub>) consist of nitric oxide (NO), nitrogen dioxide (NO<sub>2</sub>) and nitrous oxide (N<sub>2</sub>O) and are formed when nitrogen (N<sub>2</sub>) combines with oxygen (O<sub>2</sub>). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO<sub>2</sub> is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO<sub>2</sub> is the most abundant in the atmosphere. As ambient concentrations of NO<sub>2</sub> are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO<sub>2</sub> than those indicated by regional monitors. (Urban Crossroads, 2012a, p. 18)

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to  $NO_X$ . Short-term exposure to  $NO_X$  can result in resistance to air flow and airway contraction in healthy subjects. Exposure to  $NO_X$  can result in larger decreases in lung functions in individuals with asthma or chronic obstructive pulmonary diseases (e.g., chronic bronchitis, emphysema), as these individual are more susceptible to the effects of  $NO_X$  than healthy individuals. (Urban Crossroads, 2012a, p. 21)

• Ozone (O<sub>3</sub>) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>X</sub>), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. (Urban Crossroads, 2012a, p. 18)

Short-term exposure (lasting for a few hours) to ozone at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. People exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for ozone effects. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels. (Urban Crossroads, 2012a, pp. 19-20)

• <u>Particulate Matter</u> is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particles that are 10 microns or smaller (PM<sub>10</sub>) easily become airborne and can reduce visibility. Particles that are 2.5 microns or smaller (PM<sub>2.5</sub>) are formed in the atmosphere by sulfates or nitrates, a byproduct of primary gaseous emissions of SO<sub>2</sub> and NO<sub>x</sub>. (Urban Crossroads, 2012a, p. 18)

Elevated ambient concentrations of fine particulate matter ( $PM_{10}$  and  $PM_{2.5}$ ) have been linked to respiratory infections, number and severity of asthma attacks, and increased hospital admissions. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer. Daily fluctuations in  $PM_{2.5}$  concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of  $PM_{10}$  and  $PM_{2.5}$ . (Urban Crossroads, 2012a, pp. 20-21)

Volatile Organic Compounds (VOCs) and Reactive Organic Gasses (ROGs) are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. Both VOCs and ROGs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. VOCs and ROGs have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs and ROGs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. VOCs and ROGs are criteria pollutants since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably. (Urban Crossroads, 2012a, p. 19)

Odors generated by VOCs and ROGs can irritate the eye, nose, and throat, which can reduce respiratory volume. In addition, studies have shown that the VOCs and ROGs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. (Urban Crossroads, 2012a, p. 22)

• <u>Lead (Pb)</u> is a heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of the removal of lead from gasoline, there have been no violations at any of the SCAQMD's regular air monitoring stations since 1982. Currently, emissions of lead are largely limited to stationary sources such as lead smelters. It should be noted that the Project is not anticipated to generate a quantifiable amount of lead emissions. Lead is a criteria air pollutant. (Urban Crossroads, 2012a, p. 19)

Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and

death. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. (Urban Crossroads, 2012a, pp. 21-22)

# D. Existing Air Quality

Existing air quality is measured based upon ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect, as well health effects of each pollutant regulated under these standards are shown in Table 4.1-1, *State and National Criteria Pollutant Standards, Effects, and Sources*.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in Table 4.1-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O<sub>3</sub>, CO, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are not equaled or exceeded at any time in any consecutive three-year period; and the federal standards (other than O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O<sub>3</sub> standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. (Urban Crossroads, 2012a, pp. 10-11)

# ☐ Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, the federal and state standards were exceeded on one or more days for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> at most monitoring locations. No areas of the SCAB exceeded federal or state standards for SO<sub>2</sub>, CO, or sulfates. Table 4.1-2, *Attainment Status of Criteria Pollutants in the SCAB*, summarizes the attainment designations for the SCAB. (Urban Crossroads, 2012a, p. 14)

# ■ Local Air Quality

The nearest long-term air quality monitoring site for O<sub>3</sub> and PM<sub>10</sub> is the SCAQMD Perris monitoring station, located approximately 5.4 miles south of the Project site. Data for CO, NO<sub>2</sub>, and PM<sub>2.5</sub> was obtained from the Metropolitan Riverside County 2 monitoring station. It should be noted that the Metropolitan Riverside County 2 monitoring station was utilized in lieu of the Perris monitoring station only in instances where data was not available from the Perris station. The three (3) years of most recent available data presented in Table 4.1-3, *Project Area Air Quality Monitoring Summary* (2008-2010), shows the number of days that standards were exceeded for the study area, which was chosen to be representative of the local air quality at the Project site. Additionally, data for SO<sub>2</sub> has been omitted because attainment is regularly met in the SCAB and few monitoring stations measure SO<sub>2</sub> concentrations. (Urban Crossroads, 2012a, p. 14)



Table 4.1-1 State and National Criteria Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time				Major Sources
Ozone	1 hour- 8 hours	0.09 ppm 0.07 ppm1	 0.075 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases (ROG) and nitrogen oxides (NOx) react in the presence of sunlight. Major sources include onroad motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide	1 hour 8 hours	20 ppm 9.0 ppm	35 ppm 9 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide	1 hour Annual Avg.	0.18 ppm 0.030	0.053 ppm	Irritating to eyes and respiratory	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide	1 hour 3 hours 24 hours	0.25 ppm  0.04 ppm		Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Particulate Matter ≤ 10 Microns (PM-10)	24 hours Annual Avg.	50 μg/m3 20 μg/m3	150 µg/m3 	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
Particulate Matter ≤ 2.5 Microns (PM-2.5)	24 hours Annual Avg.	 12 μg/m3	35 μg/m3 15 μg/m3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
Lead	Monthly Ave. Quarterly Rolling 3- Month Avg.	1.5 μg/m3  	 1.5 μg/m3 0.15 μg/m3	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal Power Plants, Petroleum Production and refining
Sulfates	24 hour	25 μg/m3	No National Standard	Breathing difficulties, aggravates asthma, reduced visibility	Produced by the reaction in the air of SO2.
Visibility Reducing Particles	8 hour	Light extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, discourages tourism.	See PM10/PM2.5.

<sup>1</sup> This concentration was approved by the Air Resources Board on April 28, 2005 and became effective May 17, 2006.

SOURCE: California Air Resources Board, 09/08/2010 (<a href="http://www.arb.ca.gov/research/aaqs/aaqs2.pdf">http://www.arb.ca.gov/research/aaqs/aaqs2.pdf</a>). Ambient Air Quality Standards, available at http://www.arb.ca.gov/research/aaqs/aaqs2.pdf Standards last updated November 17, 2008. California Air Resources Board, 2001. CARB Fact Sheet: Air Pollution Sources, Effects and Control, http://www.arb.ca.gov/research/health/fs/fs2/fs2.htm, page last updated December 2005.



Table 4.1-2 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1hour standard	Nonattainment	No Standard
Ozone - 8 hour standard	Nonattainment	Extreme Nonattainment <sup>1</sup>
PM <sub>10</sub>	Nonattainment	Serious Nonattainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment/Maintenance
Nitrogen Dioxide	Nonattainment <sup>2</sup>	Attainment/Maintenance
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment/Nonattainment <sup>3</sup>	Attainment/Nonattainment⁴
All others	Attainment/Unclassified	Attainment/Unclassified

Source: California Air Resources Board 2010 (http://www.arb.ca.gov/regact/2010/area10/area10.htm, http://www.arb.ca.gov/desig/feddesig.htm)

<sup>1</sup> The USEPA approved redesignation from Severe 17 to Extreme Nonattainment on May 5, 2010 to be effective June 4, 2010.

<sup>2</sup> The SCAB was reclassified from attainment to nonattainment for nitrogen dioxide on March 25, 2010.

<sup>3</sup> Los Angeles County was reclassified from attainment to nonattainment for lead on March 25, 2010; the remainder of the SCAB is in attainment of the State Standard.

<sup>4</sup> The Los Angeles County portion of the SCAB is classified as nonattainment; the remainder of the SCAB is in attainment of the State Standard.



Table 4.1-3 Project Area Air Quality Monitoring Summary (2008-2010)

	CTANDADD [	-	YEAR	
POLLUTANT	STANDARD	2008	2009	2010
Ozone (O	3) <sup>a</sup>			
Maximum 1-Hour Concentration (ppm)		0.142	0.125	0.122
Maximum 8-Hour Concentration (ppm)		0.114	0.108	0.107
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	65	53	42
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	94	88	82
Number of Days Exceeding Federal 1-Hour Standard	> 0.12 ppm	4	1	0
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	77	67	50
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxid	de (CO) <sup>b</sup>			
Maximum 1-Hour Concentration (ppm)		7	3	3
Maximum 8-Hour Concentration (ppm)		2	1.8	1.7
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding Federal / State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide	e (NO <sub>2</sub> ) <sup>b</sup>			
Maximum 1-Hour Concentration (ppm)		0.09	0.08	0.0608
Annual Arithmetic Mean Concentration (ppm)		0.0258	0.0200	0.0172
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10	Microns (PM <sub>10</sub> ) <sup>a</sup>			
Maximum 24-Hour Concentration (μg/m³)		85	80	51
Number of Samples		45	58	61
Number of Samples Exceeding State Standard	> 50 µg/m³	12	9	1
Number of Samples Exceeding Federal Standard	> 150 μg/m³	0	0	0
Particulate Matter ≤ 2.5	Microns (PM <sub>2.5</sub> ) <sup>b</sup>			
Maximum 24-Hour Concentration (μg/m³)		43.0	42.2	43.7
Annual Arithmetic Mean (µg/m³)		13.4	13.4	11.0
Number of Samples Exceeding Federal 24-Hour Standard	> 35 µg/m³	4	2	2

a. Perris Monitoring Station (SRA 24) data.

 $Source: SCAQMD\ (www.aqmd.gov)$ 

b. Metropolitan Riverside County 2 (SRA 23/Magnolia) data.



# ☐ Air Quality Conditions at Project Site

The Project site consists of an existing truck trailer parking lot and vacant land. While the southern portion of the site (developed as a parking lot) generates air emissions under existing conditions, such emissions are primarily associated with operation of the adjacent warehouse building to the west that was previously evaluated in an MND and Addenda prepared in accordance with CEQA (SCH No. 2008101041). According to the MND and its Addenda, operation of the parking lot does not exceed applicable SCAQMD regional and localized significance thresholds (Moreno Valley 2010, pp. 68-71).

The northern portion of the property is vacant under existing conditions and does not generate quantifiable air emissions. Maintenance activities for fire fuel management (i.e., discing) may generate temporary fugitive dust emissions of  $PM_{10}$  and  $PM_{2.5}$ ; however, because detailed information is not available and given the infrequent and intermittent nature of site maintenance activities, temporary fugitive dust emissions that may be generated during discing cannot be accurately calculated and would be speculative in nature.

Absent additional information, existing air quality conditions at the Project site are assumed to be similar to local ambient conditions (presented in Table 4.1-3).

## E. Applicable Environmental Regulations

The following is a brief description of the federal, state, and local environmental laws and related regulations governing air quality emissions.

# Federal Regulations

The U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for O<sub>3</sub>, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

The Federal Clean Air Act (CAA) was first enacted in 1955 and was amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and lead. The NAAQS were amended in July 1997 to include an additional standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>. Table 4.1-1 (previously presented) provides the NAAQS within the SCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NOx, which is a collective term that includes all forms of nitrogen oxides (NO, NO<sub>2</sub>, NO<sub>3</sub>) emitted as byproducts of the combustion process.

## □ California Regulations

The CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California CAA (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the California Ambient Air Quality Standards (CAAQS) for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals.

# Air Quality Management Planning

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, and in conformance with California Health & Safety Code §40702 et seq. and the California CAA, the SCAQMD has adopted an Air Quality Management Plan (AQMP) to plan for the regional improvement of air quality. AQMPs are updated regularly in order to more effectively reduce emissions and accommodate growth. Each version of the plan is an update of the previous plan and has a 20-year horizon with a revised baseline. The SCAQMD Governing Board adopted the AQMP applicable to evaluation in this EIR on June 1, 2007. On the date the NOP for this EIR was released for public review (December 3, 2012), SCAQMD's 2012 AQMP was not yet adopted, so the 2007 AQMP is applicable for evaluation. The 2012 AQMP was adopted by the SCAQMD's Governing Board on December 7, 2012.

As reported in the Executive Summary of the 2012 AQMP, air quality in the Basin is improving. "Over the years, the air quality in the Basin has improved significantly, thanks to the comprehensive control strategies implemented to reduce pollution from mobile and stationary sources." (SCAQMD, 2012, p ES-2). However, the 2012 AQMP also reports that the Basin exceeds the federal 8-hour ozone standard more frequently than any other location in the United States. In response, the 2012 AQMP recommends a strategy to reduce NOx emissions in the Basin.

#### 4.1.2 Basis for Determining Significance

The proposed Project would result in a significant impact to air quality if the Project or any Project-related component would:

- 1. Conflict with or obstruct implementation of the applicable air quality plan;
- 2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- 4. Expose sensitive receptors to substantial pollutant concentrations; or
- 5. Create objectionable odors affecting a substantial number of people.

Within the context of the above significance thresholds, emissions generated by a development project would be significant under Thresholds 2 and 3 if they exceeded the regional thresholds established by the SCAQMD for criteria pollutants and would be significant pursuant to Threshold 4 if they exceeded the localized thresholds established by the State of California and the SCAQMD for criteria pollutants. The criteria applicable to the proposed Project are summarized in Table 4.1-4, *Regional and Localized Thresholds for Criteria Pollutants*. Pursuant to SCAQMD guidance, any project in the SCAB with daily emissions that would exceed any of the thresholds summarized in Table 4.1-4 would be considered as having a significant impact to air quality on both a direct (individual) and cumulative basis. (Urban Crossroads, 2012a, pp. 25-26)

In addition, pursuant to the thresholds established by the SCAQMD, any project that would emit toxic air contaminants, like diesel particulate matter, and expose receptor populations to an incremental cancer risk of greater than 10 in one million would be evaluated as having a significant impact to air quality under Threshold 4. (Urban Crossroads, 2012b)

#### 4.1.3 IMPACT ANALYSIS

## A. Methodology for Estimating Project-Related Construction Emissions

# ■ Maximum Daily Emissions

The California Emissions Estimator Model<sup>TM</sup> (CalEEMod<sup>TM</sup>), released by the SCAQMD on February 3, 2011, was used to estimate emissions of criteria pollutants NO<sub>x</sub>, VOC, PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>x</sub>, and CO, associated with construction activities proposed by the Project. Construction-related emissions would be expected from the following construction activities:

- Demolition
- Site Preparation
- Grading

- Building Construction
- Paving
- Architectural Coatings (Painting)



## • Construction Workers Commuting

Table 4.1-4 Regional and Localized Thresholds for Criteria Pollutants

POLLUTANT	CONSTRUCTION	OPERATIONAL									
Maximum	Maximum Daily Emissions (Regional Thresholds)										
$NO_X$	100 lbs/day	55 lbs/day									
VOC	75 lbs/day	55 lbs/day									
$PM_{10}$	150 lbs/day	150 lbs/day									
$PM_{2.5}$	55 lbs/day	55 lbs/day									
$SO_X$	150 lbs/day	150 lbs/day									
CO	550 lbs/day	550 lbs/day									
Lead	3 lbs/day	3 lbs/day									
Ambient Air Quali	ty for Criteria Pollutants (Localize	d Thresholds)									
NO <sub>2</sub> (1-hour average)	0.18 ppm	0.18 ppm									
PM <sub>10</sub> (24-hour average)	$10.40  \mu \text{g/m}^3$	$2.50  \mu \text{g/m}^3$									
PM <sub>2.5</sub> (24-hour average)	$10.40  \mu \text{g/m}^3$	$2.50  \mu \text{g/m}^3$									
CO (1-hour average)	20 ppm	20 ppm									
CO (8-hour average)	9 ppm	9 ppm									

NOTE: ppm = parts per million;  $\mu g/m3 = micrograms$  per cubic meter.

The southern portion of the Project site is currently occupied with an 8.4-acre truck parking yard. This parking area and associated surface improvements would be demolished to construct the proposed Project. The Project Applicant plans to demolish the asphaltic and concrete surfaces, which would be pulverized and stockpiled onsite for subsequent use in Project construction activities. The Project Applicant estimates that demolition activities would occur over a period of two (2) weeks but the air quality analysis conservatively assumes that demolition activates would occur over three (3) working weeks.

The duration of construction activity and associated equipment was estimated based on construction of similar projects in the City of Moreno Valley<sup>1</sup>, CalEEMod<sup>TM</sup> defaults, and information provided by the Project Applicant. A detailed summary of construction equipment assumptions by phase is provided in Table 4.1-5, *Construction Equipment Assumptions*.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod™ was used to calculate fugitive dust emissions resulting from this phase of activity. For purposes of modeling the Project's construction-related air emissions, demolition is expected to occur within the month of January 2013; Site Preparation is expected to occur from January 2013 through February 2013; Grading activities are expected to occur within the month of February 2013; Building

<sup>&</sup>lt;sup>1</sup> VIP Moreno Valley Final Environmental Impact Report (June 27, 2012): <a href="http://www.moval.org/misc/vipeir060420.shtml">http://www.moval.org/misc/vipeir060420.shtml</a>.

**Table 4.1-5 Construction Equipment Assumptions** 

Operation	Crushing/Processing	Water Trucks	Concrete/Industrial Saws	Scraper	Grader	Rubber Tired Dozer	Tractor / Loader / Backhoe	Excavator	Pavers	Paving Equipment	Rollers	Forklift	Cranes	Air Compressor	Generator Set	Welder
Demolition	1		1			2		3								
Site Preparation		3				3	4	. manner		January Control	i de la companie de l					
Grading		3		2	1	1	2	2								
Building Construction							3					3	2		1	1
Paving	· ·								2	2	2					
Architectural Coating														1		

Construction is expected to occur from February 2013 through October 2013; Paving is expected to occur from October 2013 through November 2013; and Architecture Coatings are expected to occur from November 2013 through December 2013. This construction schedule represents a "worst-case" analysis scenario; should construction occur any time after these respective dates, construction-related emissions would decrease because emission factors for construction equipment decrease as the analysis year increases due to increasingly stringent regulatory requirements.

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction and earth materials delivered to the Project site), were estimated based on information from the Project Applicant and the CalEEMod<sup>TM</sup> defaults. Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix B* to this EIR) for more details on the methodology and assumptions utilized to estimate Project-related construction emissions.

## □ Localized Emissions

Localized emissions associated with Project-related construction activities were estimated and evaluated in accordance with SCAQMD's Final Localized Significance Threshold Methodology. For the proposed Project, the Source Receptor Area (SRA) for Perris Valley was utilized as the baseline for ambient air quality. The SCAQMD produced look-up tables for projects that disturb less than or equal to 5 acres in size; however, the tables can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required. This approach is conservative as it assumes that all on-site emissions would occur within a 5-acre area and would over-predict potential localized impacts (i.e., more pollutant emissions occurring within a smaller area and within closer proximity to potential sensitive receptors). If a project exceeds the LST look-up values, then the SCAQMD recommends that project specific air quality modeling be performed. (Urban Crossroads, 2012a, pp. 38-39)



# B. Methodology for Estimating Project-Related Operational Emissions

## ■ Maximum Daily Emissions

SCQAMD's CalEEMod<sup>TM</sup> was used to estimate emissions of criteria pollutants, NO<sub>X</sub>, VOC, PM<sup>10</sup>, PM<sub>2.5</sub>, SO<sub>X</sub>, and CO, associated with long-term operation of the proposed Project. Operational emissions would be expected from the following primary sources:

- Vehicles
- Combustion Emissions associated with Natural Gas and Electricity
- Fugitive Dust related to Vehicular Travel
- Landscape Maintenance Equipment
- Architectural Coatings (Painting)

Trip characteristics from the Project's Traffic Impact Analysis (*Technical Appendix E* to this EIR) were used to estimate Project-related operational vehicular emissions. It should be noted that the Project's traffic study presents the total Project vehicle trips in terms of Passenger Car Equivalents (PCEs) in an effort to recognize and acknowledge the effects of heavy vehicles at the study area intersections. For purposes of the air quality study the PCE trips were not used; rather, to be more representative of actual air emissions, the actual number of passenger cars (including light trucks) and heavy trucks are used in the analysis. The vehicle fleet mix, in terms of actual vehicles, as derived from the traffic study for the Project is comprised of approximately 46% passenger cars (265 passenger cars) and approximately 54% total trucks (311 trucks) (Urban Crossroads, 2012a, p. 30). The total traffic generation in vehicles is 576 per day.

The Project's total traffic generation in vehicles was divided by the total number of square feet for the Project to derive the trip generation rate for input into the modeling program. For analysis purposes, the total 576 vehicles is divided by the total square footage for the proposed building (400,130 square feet) to derive an aggregate trip generation rate (1.44 trips per thousand square feet) for input into the model. Similarly, total truck trips (by axle) were summed; the total sum of all trucks was then divided by each category of trucks (by axle) to determine axle-specific truck percentage for the Project as a whole. The distribution of passenger cars was apportioned in accordance with the CalEEMod<sup>TM</sup> model default distribution and is summarized on Table 4.1-6, *Passenger Car Percentage Breakdown*. The distribution of truck traffic was apportioned in accordance with the CARB's *Assessment of Heavy-Duty Gasoline and Diesel Vehicles in California*, and is summarized on Table 4.1-7, *Heavy Duty Truck Percentage Breakdown*.

The Project's Air Quality Impact Analysis (*Technical Appendix B* to this EIR) uses a conservative approach for estimating long-term operational emissions associated with vehicle use. Per the SCAQMD 1993 CEQA Handbook, a one-way trip length of 17 miles was assumed for passenger car trips. For heavy duty trucks, the one-way trip length was derived using a formula that assumed that 50% of all Project-related heavy duty trucks would travel to the Port of Los Angeles/Long Beach (approximately 78 miles from the Project site), and the remaining 50% of all Project-related heavy duty trucks would be distributed equally to one of the following locations at far edges of the SCAB: Banning Pass; San Diego County Line; Cajon Pass; and Downtown Los Angeles. Using this formula, the average Project-related one-way heavy duty truck trip would be 61 miles. Weighting the average trip length by the Project's estimated vehicle fleet mix resulted in an average weighted

one-way trip length of 40.76 miles. The weighted one-way trip used in the evaluation of the Project's operational emissions is higher than the recommended values of the SCAQMD and Southern California Association of Governments (SCAG) and likely overstates the Project's long-term impact. (Urban Crossroads, 2012a, p. 34)

Table 4.1-6 Passenger Car Percentage Breakdown

Vehicle Class		Percentage of Vehicles
01 - Light-Duty Autos (PC)	LDA	55%
02 - Light-Duty Trucks (T1)	LDT1	8%
03 - Light-Duty Trucks (T2)	LDT2	25%
04 - Medium-Duty Trucks (T3)	MDV	12%

Table 4.1-7 Heavy Duty Truck Percentage Breakdown

Vehicle Class	~	Percentage of Vehicles
05 - Light HD Trucks (T4)	LHD1	4.6%
06 - Light HD Trucks (T5)	LHD2	1.3%
07 - Medium HD Trucks (T6)	MHD	45.2%
08 - Heavy HD Trucks (T7)	HHD	48.9%

Using the vehicle mix one-way trip length described above, the Project's operational vehicular emissions were derived from vehicle miles traveled (VMT). VMT for a given project is calculated by multiplying the total number of vehicle trips to/from the Project site by the average trip length (in miles). This likely results in the over-estimation and double-counting of emissions for distribution warehouse centers like the proposed Project because the proposed land use is likely to attract (divert) existing vehicle trips that are already on the circulation system as opposed to generating new trips. There are no known methodologies, however, for estimating the net effect of redistributed truck trips on freight truck vehicle miles within the region.

Project-related long-term operational emissions associated with use of natural gas and electricity, fugitive dust related to vehicular travel, operation of landscape maintenance equipment, and the application of architectural coatings were estimated using CalEEMod<sup>TM</sup> model defaults.

Please refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix B* to this EIR) for more details on the methodology and assumptions utilized to estimate Project-related operational emissions.

## ■ Localized Emissions

The LST analysis includes on-site sources only; however, the CalEEMod<sup>TM</sup> outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emission inputs represent all on-site Project-related stationary (area) sources and five percent (5%) of the Project-related mobile sources. Considering that the weighted trip length used in CalEEMod<sup>TM</sup> for the Project is approximately 40.76 miles, 5% of this total would represent an on-site travel distance for each car and truck of approximately two (2.0) miles or 10,560 feet; thus the 5% assumption is conservative and would tend to overstate the actual impact. (Urban Crossroads, 2012a, p. 41)

A CO "Hot Spot" Analysis was not performed to evaluate the effect of Project-related vehicular emissions on localized concentrations of CO at intersections in the vicinity of the Project site. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 2003 AQMP, CO "Hot Spots" are typically associated with idling vehicles at extremely busy intersections (i.e., intersections with an excess of 100,000 vehicle trips per day) in areas with unusual meteorological and topographical conditions. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. As a result of this analysis, the SCAB has been designated as attainment for CO since 2007 (SCAQMD 2007) and even very busy intersections do not result in exceedances of the CO standard. Based on an analysis of the busiest intersections within the Project's vicinity, it was determined that none of the intersections in the vicinity of the Project would have peak hourly traffic volumes exceeding those at the intersections modeled in the 1992 CO Plan/2003 AQMP analysis. Therefore, Project-related vehicular emissions would not result in a substantial contribution of CO concentrations at intersections in the vicinity of the Project site and a CO "Hot Spot" analysis is not warranted. (Urban Crossroads, 2012a, pp. 42-44)

The nearest sensitive receptor land use (defined as a place where an individual could remain for 24-hours) would be the residence approximately 656 feet/200 meters north of the Project boundary, south of Rivard Road and west of Perris Boulevard. Accordingly, LSTs for receptors at 656 feet/200 meters are utilized in the analysis and provide for a conservative (i.e. "health protective") standard of care, as any receptors located further away would be exposed to a lesser impact. (Urban Crossroads, 2012a, p. 40)

## C. Methodology for Estimating Project-Related Diesel Particulate Emissions

Diesel particulate emissions were estimated using the 2011 version of the Emission FACtor model (EMFAC) developed by the CARB. EMFAC 2011 is a mathematical model that calculates emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB for projections of changes in future emissions from on-road mobile sources. The EMFAC 2011 model quantifies annual diesel particulate exposure for different receptor populations using a variety of factors including vehicle activity, vehicle speed, temperature and relative humidity. Refer to Pages 9 through 13 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the model inputs and equations used in the estimation of Project-related diesel particulate emissions. (Urban Crossroads, 2012b, pp. 9-13)

The effect of Project-related diesel particulate emissions was quantified in accordance with the SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Pursuant to SCAQMD's recommendations, the AEROMOD model was used (Urban Crossroads, 2012b, p. 13). Refer to Pages 13 through 17 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the model inputs and equations used in the estimation of average particulate concentrations associated with operations at the Project site.

Health risks associated with exposure to diesel particulate emissions are defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The cancer risk probability is determined through a series of equations to calculate unit risk factor, cancer potency factor, and chronic daily intake. The equations and input factors utilized in the Project analysis were obtained from the California EPA, Office of Environmental Health Hazard (Urban Crossroads, 2012b, p. 17). Refer to Pages 17 through 19 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the variable inputs and equations used in the estimation of receptor population health risks associated with operations at the Project site.

The project level threshold of significance for toxic air contaminants is 10 in one million for both direct and cumulative impacts, which is consistent with AQMD guidance. The AQMD published a report on how to address direct and cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (August 2003). In this report the AQMD states (Page D-3):

"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

Threshold 1: Would the proposed Project conflict with or obstruct implementation of the applicable air quality plan?

Because the 2012 AQMP was not adopted at the time the NOP for this EIR was distributed for public on December 3, 2012, the applicable air quality plan for the Project's evaluation in this EIR is the

2007 AQMP. The 2007 AQMP projects long-term air quality conditions for the SCAB. The air quality conditions presented in the 2007 AQMP are based in part on the growth forecasts that were used as inputs for SCAG's regional transportation model. The growth forecasts utilized in the 2007 AQMP are based on the growth projections identified by SCAG in its 2004 Regional Transportation Plan (RTP). The RTP assumed that development in the various incorporated and unincorporated areas within the SCAB would occur in accordance with the adopted general plans for these areas. In addition, the air quality conditions presented in the 2007 AQMP are based on the assumption that future development projects would implement strategies to reduce emissions generated during the construction and operational phases of development. Accordingly, if a proposed project is consistent with these growth forecasts, and if available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the project would be considered to be consistent with the AQMP.

The SCAQMD has established criteria for determining consistency with the 2007 AQMP. These criteria are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook and are discussed below. These are the same consistency criteria that are used to determine consistency with the 2012 AQMP as well. Because the City of Moreno Valley's General Plan designates the Project site as "Industrial" and that land use designation did not change between the time of the 2007 AQMP and 2012 AQMP, the growth forecast used for the Project site in both the 2007 and 2012 AQMPs is the same.

• Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and NAAQS. Violations of the CAAQS and NAAQS would occur if localized significance thresholds (LSTs) were exceeded. As evaluated as part of the Project LST analysis (refer to Threshold 4, below), the Project's mitigated localized construction-source emissions would not exceed applicable LSTs; therefore, a violation would not occur. Similarly, the Project LST analysis demonstrates that Project operational-source emissions would not exceed applicable LSTs.

However, as discussed under the analysis of Thresholds 2 and 3 (below), Project operations would result in or cause exceedances of certain SCAQMD regional thresholds. Although operational emissions would be generated in excess of SCAQMD's regional threshold criteria, these emissions are accounted for in the AQMP and the AQMP air quality attainment goals. That is, land uses and development proposed by the Project are consistent with land uses and development intensities reflected in the currently adopted City of Moreno Valley General Plan, and are therefore within the scope of air quality considerations reflected in the AQMP. Moreover, the Project's urban location and proximity to local and regional transportation facilities acts to reduce vehicle miles traveled and associated mobile-source (vehicular) emissions. Additionally, Project incorporation of mandatory energy-efficient technologies as required by the California Building Standards Code, and mandatory compliance with SCAQMD emissions reduction rules and control requirements, act to reduce stationary-source air emissions. These Project attributes and features are consistent with and support AQMP air pollution reduction strategies and promote timely attainment of AQMP air quality standards.

On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

• Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2011 or increments based on the years of project buildout phase.

Assumptions of the AQMP used in projecting future emissions levels are based in part on land use data provided by lead agency general plan documentation. Projects that propose general plan amendments and changes of zone may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. If however, a project does not exceed the growth projections in the applicable general plan, then the project is considered to be consistent with the growth assumptions in the AQMP.

The Project site is designated as "Industrial" by the Moreno Valley General Plan and uses proposed by the Project are consistent with this designation. The Project also does not plan to increase the development intensity beyond that currently anticipated for the subject site as reflected in Moreno Valley's Specific Plan 208. Because the land use proposed by the Project is consistent with the adopted General Plan, the Project is in compliance with Consistency Criterion No. 2.

In summary, because the proposed Project satisfies both of the two aforementioned criteria for determining consistency, the Project is deemed consistent with the AQMP and an impact due to a conflict with or obstruction of the applicable air quality management plan would not occur.

- Threshold 2: Would the proposed Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- Threshold 3: Would the proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

## □ Construction Emissions

Applying the methodology presented previously in Subsection 4.1.3A, the estimated maximum daily construction emissions are summarized on Table 4.1-8, *Emissions Summary of Construction Activities (Without Mitigation)*. As shown, emissions resulting from Project construction would exceed criteria pollutant thresholds established by the SCAQMD for emissions of VOCs and NO<sub>x</sub> (before mitigation). In addition, the SCAB does not attain state criteria for NO<sub>x</sub> concentrations, as previously presented in Table 4.1-2. Furthermore, NO<sub>x</sub> and VOCs are precursors for O<sub>3</sub>, and the SCAB is identified as a federal and state non-attainment area for O<sub>3</sub> (see Table 4.1-2). As such, nearterm construction activities would violate the air quality standard for VOCs and NO<sub>x</sub>, would contribute to an existing regional air quality violation, and would cumulatively contribute to the net increase of two criteria pollutants (O<sub>3</sub> and NO<sub>x</sub>) for which the region is non-attainment. Accordingly, construction-related emissions of VOCs and NOx are therefore considered a significant direct and cumulative impact for which mitigation would be required.

Table 4.1-8 Emissions Summary of Construction Activities (Without Mitigation)

Year	voc	NO <sub>x</sub>	СО	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	81.55	111.99	63.63	0.14	68.68	12.64
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	YES	YES	NO	NO	NO	NO

Note: Please refer to Appendix A of the Project's Air Quality Impact Analysis (Technical Appendix B to this EIR) for the CalEEMod<sup>TM</sup> output files and additional hand calculations for the estimated emissions.

## Operational Emissions

The Project-related operations emissions, along with a comparison of SCAQMD significance thresholds, are shown on Table 4.1-9, Summary of Peak Operational Emissions (Without Mitigation). As shown, the Project's long-term operational emissions would exceed the SCAQMD threshold of significance for  $NO_x$ . In addition, the SCAB does not attain state criteria for  $NO_x$  concentrations, as previously presented above. Furthermore,  $NO_x$  is a precursor for  $O_3$ , and the SCAB is identified as a federal and state non-attainment area for  $O_3$  (see Table 4.1-2). As such, the Project's long-term operational activities would violate the air quality standard for  $NO_x$ , would contribute to an existing regional air quality violation, and would cumulatively contribute to the net increase of a criteria pollutant  $(NO_x)$  for which the region is non-attainment. These impacts are concluded to be significant on a direct and cumulative basis and mitigation would be required.

Regarding area source emissions, the proposed Project is designed to meet or surpass California Building Code Title 24 energy efficiency requirements, thereby acting to reduce area-source emissions to the extent feasible. However, emissions of NO<sub>x</sub> are primarily the result of mobile source emissions (vehicles traveling to and from the Project site). The Project's location proximate to major local roadways and regional freeway facilities (namely Harley Knox Boulevard (a designated truck route) and the I-215 Freeway) acts to reduce vehicle miles traveled with correlating reductions in vehicle source emissions. (Urban Crossroads, 2012a, p. 38)

Federal and state agencies regulate and enforce vehicle emission standards. CARB's Diesel Risk Reduction Plan (DRRP) led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel particulate matter (DPM) emissions by about 90 percent overall from year 2000 levels. Specifically, the operation of diesel fueled vehicles are currently subject to the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and to California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling." Reductions in pollutant emissions are anticipated to continue to accrue for the foreseeable future as current and more stringent state and federal regulations are implemented and older, less controlled vehicles and equipment are retired or retrofitted with required pollution control devices. The City of Moreno Valley does not have the resources to impose and enforce restrictions on engine use and vehicle emissions above and beyond the requirements of state and federal law. And, even if the City were to apply more stringent emission restrictions on individual projects, such a restriction would merely entice the vehicles fleet operators that do not meet the stricter restriction to operate at another



Table 4.1-9 Summary of Peak Operational Emissions (Without Mitigation)

#### **SUMMER MONTHS**

Operational Activities	voc	NO <sub>x</sub>	co	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source Emissions-Maintenance/Other <sup>a</sup>	10.46		722			V-21
Energy Source Emissions b	0.03	0.23	0.19		0.02	0.02
Mobile Source Emissions <sup>c</sup>	21.60	221.09	161.80	0.36	35.44	8.54
Maximum Daily Emissions	32.09	221.32	161.99	0.36	35.46	8.56
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	YES	NO	NO	NO	NO

### **WINTER MONTHS**

Operational Activities	voc	NO <sub>x</sub>	co	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source Emissions-Maintenance <sup>a</sup>	10.46					124
Energy Source Emissions b	0.03	0.23	0.19	<del></del>	0.02	0.02
Mobile Source Emissions <sup>c</sup>	22.23	235.90	159.25	0.35	35.48	8.57
Maximum Daily Emissions	32.72	236.13	159.44	0.35	35.50	8.59
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	YES	NO	NO	NO	NO

building or in another location in the SCAB where the mobile source restriction does not apply, thereby resulting in no improvement to regional air quality.

# Threshold 4: Would the proposed Project expose sensitive receptors to substantial pollutant concentrations?

During construction and long-term operation, the Project has the potential to expose nearby sensitive receptors to pollutant concentrations. The following provides an analysis based on the applicable localized significance thresholds established by the State of California and SCAQMD.

## ☐ Construction-Related Localized Emissions

Table 4.1-10, Localized Significance Summary for Construction Activities (Without Mitigation), presents the results of the localized significance analysis for construction-related emissions. Detailed localized emissions model outputs are presented in Attachment A to the Air Quality Impact Analysis (Technical Appendix B to this EIR). As shown, during site preparation and grading activities, Project-related construction emissions would not exceed the SCAQMD Localized Threshold for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. Localized emission levels would be further reduced with the incorporation of the construction-related mitigation measures presented below in Subsection 4.1.7. (Refer to Tables 3-9 and 3-11 of the Project's Air Quality Impact Analysis (Technical Appendix B to this EIR) for a summary of construction-related localized emissions following the incorporation of mitigation). Accordingly, construction of the proposed Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Table 4.1-10 Localized Significance Summary for Construction Activities (Without Mitigation)

#### SITE PREPARATION

Activity	NO <sub>x</sub>	co	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	54.15	30.68	22.53	12.59
SCAQMD Localized Threshold	434	5,998	86	27
Significant?	NO	NO	NO	NO

#### **G**RADING

Activity	NO <sub>x</sub>	со	PM <sub>10</sub>	PM <sub>2.5</sub>
Grading	65.32	35.42	10.29	6.38
SCAQMD Localized Threshold	452	6,285	89	28
Significant?	NO	NO	NO	NO

## Operational-Related Localized Emissions

## o <u>Criteria Pollutant Emissions</u>

Table 4.1-11, Localized Significance Summary for Operational Activities (Without Mitigation), presents the results of the long-term localized significance threshold analysis. Detailed operational localized emissions model outputs are presented in Attachment A to the Air Quality Impact Analysis (*Technical Appendix B* to this EIR).

Results of the analysis indicate that estimated Project-related long-term operational emissions would not exceed localized emissions thresholds established by the SCAQMD. In addition, the proposed Project has no potential to cause or contribute to any CO "hotspots." (Urban Crossroads, 2012a, p. 47) Accordingly, under long-term operating conditions, the proposed Project would not expose any sensitive receptors to substantial Project-related pollutant concentrations, and impacts would be less than significant.

Table 4.1-11 Localized Significance Summary for Operational Activities (Without Mitigation)

Operational Activity	NO <sub>x</sub>	со	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site Emissions	11.28	8.28	1.79	0.45
SCAQMD Localized Threshold	488	6,860	23	8
Significant?	NO	NO	NO	NO

Source Receptor Area: 24, 5 acres, 200 meter distance, on-site traffic 5% of total.

## Diesel Particulate Emissions

The SCAQMD has conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. This study, entitled, *Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES III*, predicted an excess cancer risk of 566 in one million for the Project area. Project-related Diesel Particulate Matter (DPM) cancer risks were evaluated under three



(3) operational scenarios as part of the Project's Mobile Health Risk Assessment (*Technical Appendix C* to this EIR), which are discussed below.

For the Residential Exposure Scenario, results indicate that particulate emissions generated from the Project would not create a significant health risk to residential land uses in the Project area. At the maximally exposed individual receptor (MEIR), the maximum risk is estimated to be 4.64 in one million, which does not exceed the SCAQMD DPM-source cancer risk (risk) threshold of 10 in one million. (Urban Crossroads, 2012b, p. 19) Accordingly, diesel particulate emissions would result in a less than significant impact to residential receptors.

For the Worker Exposure Scenario, results indicate that particulate emissions generated from the Project would not pose a significant health risk to workers in the project area. At the maximally exposed individual worker (MEIW), the maximum risk is estimated to be 1.23 in one million, which does not exceed the risk threshold of 10 in one million. (Urban Crossroads, 2012b, pp. 19-20) Accordingly, diesel particulate emissions would result in a less than significant impact to future Project site workers and other workers in the area.

For the School Child Exposure Scenario, results indicate that particulate emissions generated from the Project would not create a significant health risk to school children in the Project area. At the maximally exposed individual school child (MEISC), the maximum risk is estimated to be 0.08 in one million, which does not exceed the SCAQMD risk threshold of 10 in one million. (Urban Crossroads, 2012b, p. 20) Accordingly, diesel particulate emissions would result in a less than significant impact to school children.

An evaluation of the potential noncarcinogenic effects of chronic exposures also was conducted. For purposes of this analysis the hazard index for the respiratory endpoint totaled less than one for all receptors in the Project vicinity, and thus is less than significant. (Urban Crossroads, 2012b, p. 20) Refer to Page 20 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the variable inputs and equations used in the estimation of potential noncarcinogenic effects.

# Threshold 5: Would the proposed Project create objectionable odors affecting a substantial number of people?

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock, farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations

- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project does not propose land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities (which are not

typically objectionable), and the temporary storage of typical solid waste (refuse) associated with the Project's long-term operational uses.

Standard construction procedures would minimize odor impacts resulting from construction activity. Additionally, any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity; and, a substantial number of people are not concentrated around the Project site and could thus not be affected. For these reasons, it is concluded that construction-related odors would be less than significant because odors would be short term, not objectionable, and not affect a substantial population. For long-term operational conditions, Project-generated refuse would be required to be stored in covered containers and removed at regular intervals in compliance with the City of Moreno Valley's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, impacts due to odors associated with the Project construction and long-term operation would be less than significant.

#### 4.1.4 CUMULATIVE IMPACT ANALYSIS

The proposed Project would implement the Moreno Valley General Plan and Moreno Valley Industrial Area Plan land use designations applied to the Project site. As such, the Project would be consistent with the growth forecasts used in the SCAQMD's 2007 AQMP to predict future air quality conditions in the SCAB. Accordingly, emissions that would be generated by the Project are assumed to be accounted for in the AQMP, and the Project would not conflict with or obstruct the implementation of the SCAQMD AQMP on a cumulative basis.

The Project area is designated as an extreme non-attainment area for  $O_3$ , and a non-attainment area for  $PM_{10}$  and  $PM_{2.5}$ . The Project-specific evaluation of emissions demonstrates that the proposed Project would exceed the SCAQMD regional thresholds for VOCs and  $NO_x$  during construction activities, and would exceed the SCAQMD regional threshold for  $NO_x$  under long-term operating conditions. Because  $NO_x$  and VOCs are a precursor for  $O_3$ , the Project's near- and long-term emissions would cumulatively contribute to criteria pollutants for which the Project region is in non-attainment (i.e.,  $NO_x$  and  $O_3$ ) and would violate the SCAQMD air quality standards for VOCs and  $NO_x$  during construction and  $NO_x$  during long-term operation. These impacts are concluded to be cumulatively significant, the Project's contribution would be cumulatively considerable, and mitigation would be required.

As demonstrated in the analysis of Threshold 4, above, air emissions generated by the Project during construction and operation would not violate the SCAQMD Localized Thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. In addition, Project-related operational emissions of diesel particulates would not result in significant mobile-source health risks to any nearby sensitive receptors. There are currently no proposals for new construction adjacent to the proposed Project site; accordingly, there is no potential for cumulatively significant localized impacts during construction. Under long-term operating conditions, Project operations also would be far below the SCAQMD Localized Significance Thresholds. Therefore, it is reasonable to conclude that even when combined with localized emissions from future developments within close proximity to the Project site, such emissions would not exceed SCAQMD thresholds. Accordingly, long-term operation of the Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulative considerable impact would not occur.

The SCAQMD has conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. This study, entitled, Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES III, predicted an excess cancer risk of 566 in one million for the Project area. DPM is included in this cancer risk along with all other toxic air contaminant (TAC) sources. DPM accounts for 83.6% of the total risk shown in MATES-III. The total risk derived by the MATES-III study was added to the Project source risks to determine the cumulative risks in the Project area, which is summarized in Table 4.1-12, Cumulative Cancer Risk. As shown in Table 4.1-12, the highest cumulative with Project cancer risks for residential receptors would be 570.64 in one million (or an increase of 4.64 in one million over background conditions). For workers, the highest cumulative with Project risk would be 567.23 in one million (or an increase of 1.23 in one million over background conditions). The highest cumulative with Project cancer risks for school children would be 566.08 in one million (or an increase of 0.08 in one million over background conditions). In all cases, the Project's incremental contribution to cancer risk would be below the 10 in one million threshold set by SCAQMD; accordingly, the proposed Project would result in a less than significant cumulative impact due to DPM emissions and their attendant cancer risk. (Urban Crossroads, 2012b, pp. 21-22)

Cancer Risk as Maximum Sensitive Receptor (risk in one million) Background **Total Cumulative Risk Project Site** Maximum Impact to All 566 566 N/A Receptors Without Project Maximum Impact to Nearest 570.64 566 4.64 Residential With Project Maximum Impact to Nearest 566 1.23 567.23 Worker With Project 0.08 Maximum Impact to Nearest 566 566.08 School With Project

Table 4.1-12 Cumulative Cancer Risk

Source: (Urban Crossroads, 2012b, Table 2-7)

The proposed Project would not involve a land use that is associated with the generation of odors, and construction odors would occur only in the near-term and would be short-term and intermittent in nature. There also are no odor emitters in the Project's cumulative study area which, when combined with Project-related odors, could affect a substantial number of people. Since the Project has no potential to create substantial amounts of odor during long-term operation, and since it is reasonable to conclude that no adjacent properties would be under development simultaneously with the proposed Project, the Project would not result in a significant odor-related impact under near- or long-term conditions.

#### 4.1.5 APPLICABLE PROJECT REQUIREMENTS

The following is a list of requirements and/or conditions to which the Project would be required to adhere. Compliance with these measures was assumed throughout the above analysis of air quality impacts.

PR 4.2-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402, "Nuisance."

- PR 4.2-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving activities, grading, and equipment travel on unpaved roads.
- PR 4.2-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "Sulfur Content of Liquid Fuels."
- PR 4.2-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings."
- PR 4.2-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186, "PM<sub>10</sub> Emissions from Paved and Unpaved Roads, and Livestock Operations."
- PR 4.2-6 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186.1, "Less-Polluting Street Sweepers."
- PR 4.2-7 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles."
- PR 4.2-8 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."
- PR 4.2-9 The Project is required to comply with California Code of Regulations Title 24, "California Building Standards Code" and the "California Green Building Code."

#### 4.1.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

<u>Threshold 1: No Impact</u>. The proposed Project would not conflict with or obstruct implementation of the SCAQMD's AQMP.

Thresholds 2 and 3: Significant Direct and Cumulative Impact (Near- and Long-Term). Emissions during Project construction (near-term) would violate the SCAQMD regional thresholds for VOCs and NO<sub>x</sub>. In addition, emissions during Project operation (long term) are projected to exceed the SCAQMD regional threshold for NO<sub>x</sub>. Near-term emissions of VOCs and near- and long-term emissions of NO<sub>x</sub> also would contribute to an existing air quality violation in the SCAB (i.e., non-attainment status for O<sub>3</sub>) because both VOCs and NO<sub>x</sub> are precursors for O<sub>3</sub>. As such, Project-related air emissions would violate SCAQMD air quality standards and contribute to the non-attainment status of a criteria pollutant (i.e., O<sub>3</sub>). These Project-related air emissions are concluded to be a significant impact on a direct and cumulative basis.

<u>Threshold 4: Less than Significant Impact</u>. Near-term construction and long-term operation of the proposed Project would not expose nearby sensitive receptors to substantial pollutant concentrations of any criteria pollutant or diesel particulate matter. As such, a less than significant impact would occur.

<u>Threshold 5: Less than Significant Impact</u>. The Project does not propose land uses or operational activities associated with emitting objectionable odors. Any odor emissions generated during Project construction would be short term, not objectionable, and not affect a substantial population. Therefore, impacts due to odors would be less than significant.

#### 4.1.7 MITIGATION MEASURES

Although Project-related particulate matter emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) would be less than significant, the following mitigation measures are recommended to further reduce the Project's less than significant impact.

- MM 4.1-1 Prior to grading permit issuance, the City shall verify that the following notes are specified on the grading plan to ensure implementation of SCAQMD Rule 403. It should be noted that the following list is non-exclusive, and identifies only key provisions of the SCAQMD Rule 403 requirements; regardless the Project shall be required to comply with all applicable provisions of SCAQMD Rule 403, whether listed below or not. Specifically, Project contractors shall be required to comply with the following notes and all other applicable SCAQMD Rule 403 requirements, and shall maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.
  - a) All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.
  - b) All unpaved roads and disturbed areas shall be watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
  - c) The contractor shall ensure that traffic speeds on unpaved roads and areas where soil is exposed are reduced to 15 miles per hour or less.
  - d) Public streets shall be swept at the end of each workday using a street sweeper meeting SCAQMD Rule 1186.1 if visible soil is carried onto paved public roads.
  - e) The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.
- MM 4.1-2 Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage with Perris Boulevard, San Michelle Road, and Nandina Avenue stating the name and phone number of an authorized individual to be contacted to resolve dust complaints. Proof of sign posting in the

form of photographs shall be placed on file with the City of Moreno Valley. These signs shall remain posted on the property until grading is complete. All legitimate dust complaints shall be resolved in 24 hours.

The following measure is recommended to reduce the Project's significant near-term construction-related impact associated with the emission of  $NO_X$  and  $NO_X$  contributions to the SCAB's non-attainment status for  $O_3$ . This measure also would further reduce the Project's less than significant impact associated with near-term diesel particulate matter emissions.

- MM 4.1-3 Prior to grading permit and building permit issuance, the City shall verify that the following notes are specified on all grading and building plans. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Moreno Valley staff to confirm compliance.
  - a) Mass grading shall be limited to no more than 4.0 acres per day.
  - b) During construction activity, diesel engines shall not idle in excess of three (3) minutes.
  - c) All construction-related equipment shall be CARB Certified.
  - d) Temporary traffic control for construction vehicles entering and exiting the site shall be implemented pursuant to the requirements of the California Manual on Uniform Traffic Control Devices.
  - e) During construction activity, the operating time of all pieces of off-road diesel-powered equipment shall not exceed a combined total of 75 operating hours per day.
  - f) Construction-related haul trips entering and existing the site shall occur during non-peak traffic hours.
  - g) The construction contractor shall encourage construction site employees to rideshare by offering incentives or other inducements.
  - h) High pressure injectors shall be used on all diesel powered construction equipment over 100 horsepower.
  - i) All construction-related on-road diesel-powered haul trucks shall be 2007 or newer model year or 2010 engine compliant vehicles.
  - j) On all construction-related equipment that has a particulate trap, the trap shall be Level 3 CARB certified.
  - k) Electric-powered construction equipment and tools shall be used when technically feasible.
  - l) Biodiesel fuel or other alternatives to diesel fuel shall be used to power construction equipment when technically feasible.
  - m) Construction vehicles shall use the City's designated truck route.
  - n) Construction parking shall be located and configured to minimize traffic interference on public streets.

o) Import of earth materials and on-site grading activities shall not occur on the same day. No more than 66 loads of earth material (about 2,000 cubic yards) shall be brought to the site in any given day.

The following measure is recommended to reduce the Project's significant near-term construction-related impact associated with the emission of VOCs and VOC contributions to the SCAB's non-attainment status for O<sub>3</sub>.

- MM 4.1-4 Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.
  - a) All surface coatings shall consist of Zero-Volatile Organic Compound paints (no more than 150 gram/liter of VOC) and/or be applied with High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113. Alternatively, building materials may be used that do not require painting or are delivered to the construction site pre-painted.

The following measures are recommended to reduce the Project's significant long-term operational-related impact associated with the emission of  $NO_X$  and  $NO_X$  contributions to the SCAB's non-attainment status for  $O_3$ . These measures also would further reduce the Project's less than significant impact associated with long-term diesel particulate matter emissions.

- MM 4.1-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to occupancy permit issuance, the City shall conduct a site inspection to ensure that the signs are in place.
- MM 4.1-6 Prior to the issuance of building permits, the City shall verify that the parking lot striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.
- MM 4.1-7 Prior to the issuance of occupancy permits, the Project's property owner shall provide documentation to the Planning Division verifying that provisions are included in the building's lease agreement that inform tenants about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the City of Moreno Valley; 4) access to alternative fueling stations in the City of Moreno Valley that supply compressed natural gas (closest station is located on Indian Street, south of Nanina Avenue); and 5) the United States Environmental Protection Agency's SmartWay program.



MM 4.1-8 In the event that the building design is modified to accommodate refrigeration, all loading docks shall be equipped with an electrical hookup to power refrigerated tractor trailers.

#### 4.1.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Thresholds 2 and 3: Significant Direct and Cumulative Impact (Long-Term). As shown in Table 4.1-13, Emissions Summary of Construction Activities (With Mitigation), with incorporation of the mandatory and applicable Project Requirements listed in Subsection 4.1.5 and Mitigation Measures MM 4.1-3 and MM 4.1-4, the Project's near-term construction-related emissions of NO<sub>x</sub> and VOCs would be reduced to below the SCAQMD regional thresholds of significance. Accordingly, construction-related emissions would not violate any applicable air quality standard, would not substantially contribute to an existing regional air quality violation, and would not result in a cumulatively considerable contribution to the net increase of any criteria pollutants for which the region is non-attainment. Therefore, near-term construction-related air quality impacts would be reduced to a level below significant.

Table 4.1-13 Emissions Summary of Construction Activities (With Mitigation)

Year	VOC	NO <sub>x</sub>	со	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	51.81	89.48	62.37	0.14	53.44	5.88
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Note: Please refer to Appendix A of the Project's Air Quality Impact Analysis (Technical Appendix B to this EIR) for the CalEEMod<sup>TM</sup> output files and additional hand calculations for the estimated emissions.

Although implementation of mandatory and applicable Regulatory Requirements and Mitigation Measures MM 4.1-5 and MM 4.1-6 would reduce long-term operational emissions of NO<sub>x</sub>, Project-related operational emissions of NO<sub>x</sub> would remain above regional significance thresholds, primarily from mobile source emissions. No other mitigation measures are available that are feasible for the Project Applicant to implement and the City of Moreno Valley to enforce given the City's human and financial capacities. As such, it is concluded that the Project's long-term emissions of NO<sub>x</sub> would directly violate SCAQMD air quality standards. In addition, the Project's long-term emissions of NO<sub>x</sub> would cumulatively contribute to an existing air quality violation in the SCAB (i.e., O<sub>3</sub> concentrations), as well as cumulatively contribute to the net increase of a criteria pollutant for which the SCAB is non-attainment (i.e., federal and state O<sub>3</sub> concentrations). Accordingly, the Project's long-term emissions of NO<sub>x</sub> are concluded to result in a significant and unavoidable impact on both a direct and cumulative basis.

# 4.2 Greenhouse Gas Emissions

This subsection assesses the Project's potential to generate GHG emissions that could contribute to GCC and its associated environmental effects. The analysis in this subsection is based in part on information contained in the report titled, "First Inland Logistics II GHG Analysis," prepared by Urban Crossroads, Inc. and dated November 14, 2012, and included as *Technical Appendix D* to this EIR (Urban Crossroads, 2012c).

#### 4.2.1 Existing Conditions

## A. Introduction to Global Climate Change

Global climate change (GCC) is defined as the change in average meteorological conditions on the Earth with respect to temperature, precipitation, and storms. GCC is a controversial environmental issue in the United States, and much debate exists within the scientific community about whether or not GCC is occurring naturally or as a result of human activity. Some data suggests that GCC has occurred over the course of thousands or millions of years. These historical changes to the Earth's climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gasses (GHGs) in the Earth's atmosphere, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years. (Urban Crossroads, 2012c, p. 6)

Man-made global warming, if it does exist, cannot be solved by the actions of California or the actions of the industrialized world alone due to the serious and undeniable projected increases in emissions in the developing world. Regardless, an individual project like the proposed Project evaluated in this EIR cannot generate enough GHG emissions to effect a discernible change in global climate. The proposed Project may participate in the potential for GCC by its incremental contribution of GHG emissions combined with all other sources of GHGs, which when taken together constitute potential influences on the global climate. (Urban Crossroads, 2012c, p. 6)

#### B. Greenhouse Gases

Emissions of  $CO_2$ ,  $CH_4$ , and  $N_2O$  are the focus of evaluation in this subsection because these gases are the primary contributors to GCC from development projects. Although other substances such as fluorinated gases also contribute to GCC, sources of fluorinated gases are not well defined and no accepted emissions factors or methodology exist to accurately calculate these gases. (Urban Crossroads, 2012c, p. 9)

GHGs have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. CO<sub>2</sub> is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.2-1, Global Warming Potentials and Atmospheric Lifetime of Select GHGs. As shown in the table below, GWPs range from 1 for CO<sub>2</sub> to 23,900 for sulfur hexafluoride (SF<sub>6</sub>).



Table 4.2-1 Global Warming Potentials and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50-200	1
Methane	12 ± 3	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CH <sub>4</sub> )	50,000	6,500
PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	10,000	9,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	23,900

Source: U.S. EPA 2006 (http://www.epa.gov/nonco2/econ-inv/table.html)

Provided below is a description of the various gases that contribute to GCC. For more information about these gasses and their associated human health effects, refer to *Technical Appendix D*, pages 10-13 and the reference sources cited therein.

• Water Vapor: Water vapor (H<sub>2</sub>0) is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown in the scientific community because there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up). There are no human health effects from water vapor itself; however, when some pollutants come in contact with water vapor, they can dissolve and the water vapor can then act as a pollutant-carrying agent.

• <u>Carbon Dioxide</u>: Carbon dioxide (CO<sub>2</sub>) is an odorless and colorless GHG that is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic

matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Manmade sources include: the burning of coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases  $CO_2$  emissions has increased dramatically in scale and distribution. As an example, prior to the industrial revolution,  $CO_2$  concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of  $CO_2$  in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of manmade sources. Exposure to  $CO_2$  in high concentrations can cause human health effects, but outdoor levels are not high enough to adversely affect human health.

- Methane: Methane (CH<sub>4</sub>) is an extremely effective absorber of radiation, though its atmospheric concentration is less than CO<sub>2</sub> and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs. Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning. No health effects are known to occur from exposure to methane.
- Nitrous Oxide: Nitrous oxide (N<sub>2</sub>O), also known as laughing gas, is a colorless GHG. Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage). Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant (i.e., in whipped cream bottles). It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. Nitrous oxide can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction.
- <u>Chlorofluorocarbons</u>: Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- <u>Hydrofluorocarbons</u>: Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). Prior to 1990, the

only substantial emissions were of HFC-23. HFC-134a emissions are increasing due to its use as a refrigerant. The U.S. Environmental Protection Agency (EPA) estimates that concentrations of HFC-23 and HFC-134a are now about 10 parts per trillion (ppt) each; and that concentrations of HFC-152a are about 1 ppt. No health effects are known to result from exposure to HFCs, which are manmade for applications such as automobile air conditioners and refrigerants.

- <u>Perfluorocarbons</u>: The two primary sources of perfluorocarbons (PFCs) are aluminum production and semiconductor manufacture. PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). The U.S. EPA estimates that concentrations of CF<sub>4</sub> in the atmosphere are over 70 ppt. No health effects are known to result from exposure to PFCs.
- <u>Sulfur Hexafluoride</u>: Sulfur hexafluoride (SF<sub>6</sub>) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The U.S. EPA indicates that concentrations in the 1990s were about 4 ppt. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

#### C. GHG Emissions Inventories

# ☐ Global

Worldwide anthropogenic (man-made) GHG emissions are tracked by the Intergovernmental Panel on Climate Chang (IPPC) for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Man-made GHG emissions data for Annex I nations are available through 2009. Man-made GHG emissions data for Non-Annex I nations are available through 2007. For the Year 2009 the sum of these emissions totaled approximately 40,084 million metric tons of CO<sub>2</sub> equivalent (MMTCO<sub>2</sub>e). Emissions from the top five countries and the European Union accounted for approximately 65 percent of the total global GHG emissions, according to the most recently available data (see Table 4.2-2, *Top GHG Producer Countries and the European Union*). The GHG emissions in more recent years may differ from the inventories presented in Table 4.2-2; however, the data is representative of currently available inventory data. (Urban Crossroads, 2012c, pp. 6-7)

# United States

As noted in Table 4.2-2, the United States, as a single country, was the number two producer of GHG emissions in 2009. The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 83% of total GHG emissions. Carbon dioxide from fossil fuel combustion, the largest source of US GHG emissions, accounted for approximately 78% of the GHG emissions. (Urban Crossroads, 2012c, p. 7)

Table 4.2-2 Top GHG Producer Countries and the European Union

Emitting Countries	GHG Emissions (MMT CO <sub>2</sub> e)
China	6,703
United States	6,608
European Union (27 member countries)	8,338
Russian Federation	2,159
India	1,410
Japan	1,209
Total	26,427

Source: (Urban Crossroads, 2012c, Table 2-1)

#### ■ State of California

CARB compiles GHG inventories for the State of California. Based upon the 2008 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2008 GHG emissions inventory, California emitted 474 MMTCO<sub>2</sub>e including emissions resulting from imported electrical power in 2008. Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 MMTCO<sub>2</sub>e excluding emissions related to imported power.

# D. Effects of Climate Change in California

The California Environmental Protection Agency (CalEPA) published a report titled "Scenarios of Climate Change in California: An Overview" (Climate Scenarios report) in February 2006 (California Climate Change Center 2006), that is generally instructive about the statewide impacts of global warming. The Climate Scenarios report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.5°F); medium warming range (5.5-8.0°F); and higher warming range (8.0-10.5°F). The Climate Scenarios report then presents an analysis of future climate in California under each warming range, that while uncertain, present a picture of the impacts of GCC trends in California. (Urban Crossroads, 2012c, p. 13)

In addition, most recently on August 5, 2009, the State's Natural Resources Agency released a public review draft of its "California Climate Adaptation Strategy" report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation changes. This report responds to the Governor's Executive Order S-13-2008 that called on state agencies to develop California's strategy to identify and prepare for expected climate impacts. (Urban Crossroads, 2012c, p. 14)

According to the reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts

depending on the actual future emissions of GHGs and associated warming. Figure 4.2-1, *Summary of Projected Global Warming Impact* (2070-2099), presents the potential impacts of global warming.

Summary of Projected Global Warming Impact, 2070-2099 (as compared with 1961-1990) 90% loss in Sierra snowpack 13'F 22-30 inches of sea level rise 3-4 times as many heat wave days in major urban centers 12 4-6 times as many heat-related deaths in major urban centers 2.5 times more critically dry years Higher 20% increase in energy demand Warming Range Higher (8-10.5°F) Emissions 70-80% loss in Sierra snowpack Scenario 14-22 inches of sea level rise 2.5–4 times as many heat wave days in major urban centers 2-6 times as many heat-related deaths in major urban centers Medium Medium 75–85% increase in days conducive to ozone formation\* High Warming Range Emissions 2-2.5 times more critically dry years (5.5-8°F) Scenario 10% increase in electricity demand . 30% decrease in forest yields (pine) 55% increase in the expected risk of large wildfires Lower Emissions Scenario Lower 30-60% loss in Sierra snowpack Warming Range 6-14 inches of sea level rise (3-5.5°F) 2–2.5 times as many heat wave days in major urban centers. · 2-3 times as many heat-related deaths in major urban centers 25–35% increase in days conducive to ozone formation\* · Up to 1.5 times more critically dry years 3-6 % increase in electricity demand 7-14% decrease in forest yields (pine) 10–35% increase in the risk of large wildfires \* For high ozone locations in Los Angeles (Riverside) and the San Joaquin Valley (Visalta)

Figure 4.2-1 Summary of Projected Global Warming Impact (2070-2099)

Source: (Urban Crossroads, 2012c, Figure 1)

Under the emissions scenarios of the Climate Scenarios and California Climate Adaption Strategy reports, the impacts of global warming in California have the potential to include, but are not limited to, the following areas. For more information, refer to *Technical Appendix D*, pages 13-17 and the reference sources cited therein.

#### ■ Public Health

The potential health effects related directly to the emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O as they relate to development projects such as the proposed Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in droughts and food shortages in some areas. (Urban Crossroads, 2012c, p. 17)



## ☐ Air Quality/General Thermal Effects

According to CalEPA, higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25% to 35% under the lower warming range to 75% to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become difficult to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become more frequent if GHG emissions are not substantially reduced. (Urban Crossroads, 2012c, p. 14)

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. (Urban Crossroads, 2012c, p. 14)

## ■ Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. Additionally, if temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70% to 90%. The loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply. (Urban Crossroads, 2012c, p. 15)

## □ Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. California farmers could possibly lose as much as 25% of the water supply they need. Although higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone (O<sub>3</sub>) pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. Faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Continued



GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates. (Urban Crossroads, 2012c, pp. 15-16)

## ☐ Forests and Landscapes

Climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. However, because wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90 percent due to decreased precipitation. Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60% to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC. (Urban Crossroads, 2012c, p. 16)

#### ☐ Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches. (Urban Crossroads, 2012c, pp. 16-17)

## E. Regulatory Setting

Below is an account of the regulatory programs, policies, laws, and regulations that are applicable to GHG emissions and GCC in California. For more information, refer to *Technical Appendix D*, pages 19-30 and the reference sources cited therein.

## □ International Regulation and the Kyoto Protocol

In 1988, the United Nations created the IPCC to provide scientific information regarding climate change to policymakers. The IPCC does not conduct research itself, but rather compiles information from a variety of sources into reports regarding climate change and its impacts. The IPCC has thereafter periodically released reports on climate change, and in 2007 released its Fourth Assessment Report ("AR4"), which concluded that "[w]arming of the climate system is unequivocal," and that "[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic GHG concentrations." However, since 2007, AR4 has been the subject of a variety of reports and studies which have discredited its findings. Flaws have been identified and show that the IPCC was careless in the ways in which it compiled the report and the methods in which it continues to promote the theory of manmade or anthropogenic climate change. As a result, the report lacks scientific reliability and does not provide credible evidence to support the theory that GCC is occurring a result of human activity. Also, a scientific consensus does not exist on whether the Earth is even warming, in part due to defective data collection methods and recent reports of stabilization or cooling. Although most scientists and researchers acknowledge that there may have been some warming in the past 100

years, this does not confirm the anthropogenic theory promoted by the IPCC. Rather, there are other theories that may better explain what the Earth is experiencing, such as solar activity.

Regardless, in 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The Plan currently consists of more than 50 voluntary programs for member nations to adopt.

The Kyoto protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Kyoto protocol are met, global GHG emissions could be reduced an estimated five (5) percent from 1990 levels during the first commitment period of 2008-2012. Notably, while 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. Since the United States declined to ratify the Kyoto Protocol, it has become increasingly clear that global climate change, if it exists and is anthropogenic, cannot be addressed without limiting greenhouse gas emissions from developing, as well as developed countries. According to many sources, China has already surpassed the United States as the world's largest GHG emitter.

# ☐ Federal Regulation and the Clean Air Act

Coinciding with a 2009 meeting in Copenhagen, on December 7, 2009, the U.S. EPA issued an Endangerment Finding under Section 202(a) of the Clean Air Act, opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the Clean Air Act. To date, the U.S. EPA has not promulgated regulations on GHG emissions, but it has already begun to develop them.

Previously the EPA had not regulated GHGs under the Clean Air Act because it asserted that the Act did not authorize it to issue mandatory regulations to address GCC and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 (2007)), however, the U.S. Supreme Court held that GHGs are pollutants under the Clean Air Act and directed the U.S. EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The U.S. EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress.

## ☐ <u>Title 24 Standards</u>

Although GCC did not become an international concern until the 1980s, efforts to reduce energy consumption began in California in response to the oil crisis in the 1970s, resulting in the incidental reduction of GHG emissions. In order to manage the state's energy needs and promote energy efficiency, Assembly Bill (AB) 1575 created the California Energy Commission (CEC) in 1975.

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions were adopted in 2008 and became effective on January 1, 2010.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

## ☐ California Assembly Bill No. 1493 (AB 1493)

AB 1493 required the California Air Resources Board (CARB) to develop and adopt GHG emission standards for automobiles. The Legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment in California. Further, the legislature stated that technological solutions to reduce GHG emissions would stimulate the California economy and provide jobs.

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards in 2004. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961) and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016.

In December 2004 a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against CARB to prevent enforcement of CCR 13 1900 and CCR 13 1961 as amended by AB 1493 and CCR 13 1961.1 (Central Valley Chrysler-Jeep et al. v. Catherine E. Witherspoon, in her official capacity as Executive Director of the California Air Resources Board, et al.). The suit, heard in the U.S. District Court for the Eastern District of California, contended that California's implementation of regulations that in effect regulate vehicle fuel economy violates various federal laws, regulations, and policies. In January 2007, the judge hearing the case accepted a request from the State Attorney General's office that the trial be postponed until a decision is reached by the U.S. Supreme Court on a separate case addressing GHGs. In the Supreme Court Case, Massachusetts vs. EPA, the primary issue in question is whether

the federal CAA provides authority for U.S. EPA to regulate CO<sub>2</sub> emissions. In April 2007, the U.S. Supreme Court ruled in Massachusetts' favor, holding that GHGs are air pollutants under the CAA. On December 11, 2007, the judge in the Central Valley Chrysler-Jeep case rejected each plaintiff's arguments and ruled in California's favor. On December 19, 2007, the U.S. EPA denied California's waiver request. California filed a petition with the Ninth Circuit Court of Appeals challenging USEPA's denial on January 2, 2008.

President Obama's administration subsequently directed the U.S. EPA to re-examine their decision. On May 19, 2009, challenging parties, automakers, the State of California, and the federal government reached an agreement on a series of actions that would resolve these current and potential future disputes over the standards through model year 2016. In summary, the U.S. EPA and the U.S. Department of Transportation agreed to adopt a federal program to reduce GHGs and improve fuel economy, respectively, from passenger vehicles in order to achieve equivalent or greater GHG benefits as the AB 1493 regulations for the 2012-2016 model years. Manufacturers agreed to ultimately drop current and forego similar future legal challenges, including challenging a waiver grant, which occurred on June 30, 2009. The State of California committed to (1) revise its standards to allow manufacturers to demonstrate compliance with the fleet-average GHG emission standard by "pooling" California and specified State vehicle sales; (2) revise its standards for 2012-2016 model year vehicles so that compliance with U.S. EPA-adopted GHG standards would also comply with California's standards; and (3) revise its standards, as necessary, to allow manufacturers to use emissions data from the federal Corporate Average Fuel Economy (CAFE) program to demonstrate compliance with the AB 1493 regulations. Both of these programs are aimed at lightduty auto and light-duty trucks.

#### **□** Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total GHG emission targets. Specifically, emissions are to be reduced to the 1990 level by 2020, and to 80% below the 1990 level by 2050. The Executive Order directed the Secretary of CalEPA to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary also is required to submit biannual reports to the Governor and state Legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Action Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

# ☐ California Assembly Bill 32 (AB 32)

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary

sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMTs) (emission sources by sector were: transportation – 35%; electricity generation – 26%; industrial – 24%; residential – 7%; agriculture – 5%; and commercial – 3%). Accordingly, 427 MMTs of CO<sub>2</sub> equivalent was established as the emissions limit for 2020. For comparison, CARB's estimate for baseline GHG emissions was 473 MMT for 2000 and 532 MMT for 2010. "Business as usual" conditions (without the 30% reduction to be implemented by CARB regulations) for 2020 were projected to be 596 MMTs.

On December 11, 2008, CARB adopted a scoping plan to reduce GHG emissions to 1990 levels. Table 4.2-3, *Scoping Plan GHG Reduction Measures Toward 2020 Target*, shows the proposed reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, local land use changes are estimated to result in a reduction of 5 MMTs of CO<sub>2</sub>e, which is approximately 3% of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15% of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2% through land use planning, resulting in a potential GHG reduction of 2 MMTs of CO<sub>2</sub>e (or approximately 1.2 percent of the GHG reduction target).

### ☐ California Senate Bill No. 1368 (SB 1368)

In 2006, the State Legislature adopted Senate Bill 1368 (SB 1368), which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission (CPUC) to adopt a GHG emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Due to the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to

Table 4.2-3 Scoping Plan GHG Reduction Measures Toward 2020 Target

	Reductions Counted toward 2020 Target of	Percentage of Statewide 2020
Recommended Reduction Measures	169 MMT CO₂e	Target
Cap and Trade Program and Associated Measures	•	
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets1	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and	1.1	40/
trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures - Not Counted toward 2020 Ta	rget	
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined2	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA
Source: CARB. 2008, MMTons $CO_2e$ : million metric tons of $CO_2e$ 1 Reduct achieved from local land use changes. It is not the SB 375 regional target. Supplement to the Scoping Plan, local government actions and targets are	2 According to the Measure D	ocumentation

Source: CARB. 2008, MMTons CO<sub>2</sub>e: million metric tons of CO<sub>2</sub>e 1 Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target. 2 According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO<sub>2</sub>e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 Target

dramatically lower GHG emissions associated with California energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out of state producers that cannot satisfy the EPS standard required by SB 1368.

## □ Senate Bill 97 (SB 97)

Pursuant to the direction of SB 97, the California Office of Planning and Research (OPR) released preliminary draft CEQA Guideline amendments for GHG emissions on January 8, 2009, and submitted its final proposed guidelines to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency adopted the Guideline amendments and they became effective on March 18, 2010.

The adopted CEQA Guidelines specify that a lead agency shall have discretion to determine whether to use a quantitative model or methodology, or in the alternative, rely on a qualitative analysis or

performance based standards. CEQA Guideline §15064.4(a) specifically states that "a lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use...; or (2) rely on a qualitative analysis or performance based standards."

CEQA emphasizes that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts (see CEQA Guidelines §15130[f]). CEQA Guidelines §15064.4(b) provides direction for lead agencies for assessing the significance of impacts of GHG emissions. The CEQA Guidelines do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of GHG emissions resulting from a project." The Guidelines encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence.

# ■ Executive Order S-01-07

On January 18, 2007 California Governor Arnold Schwarzenegger, through Executive Order S-01-07, mandated a statewide goal to reduce the carbon intensity of California's transportation fuel by at least ten percent by 2020. The order also requires that a California-specific Low Carbon Fuel Standard (LCFS) be established for transportation fuels.

## ☐ Senate Bills 1078 and 107 and Executive Order S-14-08

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20% of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008 Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33% renewable power by 2020.

#### ☐ Senate Bill 375 (SB 375)

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight (8) years but can be updated every four (4) years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB also is charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects are not be eligible to received programmed funding.

#### ☐ CARB's Preliminary Draft Staff Proposal for Interim Significance Thresholds

Separate from its Scoping Plan approved in December of 2008, CARB issued a Staff Proposal in October 2008, as its first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. CARB staff's

objective in this proposal is to develop a threshold of significance that will result in the vast majority (approximately 90% statewide) of GHG emissions from new industrial projects being subject to CEQA's requirement to impose feasible mitigation. The proposal does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that, collectively, are responsible for substantial GHG emissions – specifically, industrial, residential, and commercial projects. CARB is developing these thresholds in these sectors to advance climate objectives, streamline project review, and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state. These draft thresholds are under revision in response to comments. There is currently no timetable for finalized thresholds at this time.

As currently proposed by CARB, the threshold consists of a quantitative threshold of 7,000 metric tons (MT) of CO<sub>2</sub>e per year for operational emissions (excluding transportation), and performance standards for construction and transportation emissions. These performance standards have not yet been adopted and do not apply to projects in which CARB is not the lead agency. Further, CARB's proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants, or uses that utilize combustion engines. The proposed Project evaluated in this EIR does not propose or require these types of uses.

# South Coast Air Quality Management District Recommendations for Significance Thresholds

In April 2008, the South Coast Air Quality Management District (SCAQMD), in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group." The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential; non-residential; industrial; etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects where it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) as a screening numerical threshold for stationary sources.

In September 2010, the Working Group released additional revisions that recommended a threshold of 3,500 MTCO<sub>2</sub>e for residential projects, 1,400 MTCO<sub>2</sub>e for commercial projects, and 3,000 MTCO<sub>2</sub>e for mixed use projects. Additionally the working group identified project-level efficiency target of 4.8 MTCO<sub>2</sub>e per service population as a 2020 target and 3.0 MTCO<sub>2</sub>e per service population as a 2035 target. The recommended area-wide or plan-level target for 2020 was 6.6 MTCO<sub>2</sub>e and the plan-level target for 2035 was 4.1 MTCO<sub>2</sub>e. The SCAQMD has not established a timeline for formal consideration of these thresholds.

The SCAQMD also adopted Rules 2700, 2701, and 2702 that address GHG reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required by the proposed Project.



# ☐ City of Moreno Valley

On October 9, 2012, the Moreno Valley City Council approved an Energy Efficiency and Climate Action Strategy and related Greenhouse Gas Analysis. The Energy Efficiency and Climate Action Strategy document identifies potential programs and policies to reduce overall City energy consumption and increase the use of renewable energy. The majority of the policies are directed at municipal operations of the City, but the document also contains recommended policies for the community at large (including private development projects). These recommended policies include but are not limited to: energy efficiency, water use reduction, trip reduction, solid waste diversion, and educational policies.

The proposed Project is required to comply with several Project Requirements as outlined in Subsection 4.2.5, below. As such, the Project would not impede or conflict with implementation of the City's Energy Efficiency and Climate Action Strategy and would have a less than significant impact.

#### 4.2.2 Basis for Determining Significance

In order to assess the significance of a proposed Project's environmental impacts it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. As discussed above in Subsection 4.2.1, while Project-related GHG emissions can be estimated, the direct impacts of such emissions on GCC cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the proposed Project would directly or indirectly affect global climate.

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global warming; rather, Project-related impacts to GCC only could be potentially significant on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to GCC in a cumulatively considerable way.

The CEQA Guidelines indicate that a project would result in a significant impact on climate change if a project were to:

- 1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- 2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

AB 32 is the primary plan, policy or regulation adopted in the State of California to reduce GHG emissions; thus, the proposed Project would have a significant cumulative impact associated with GHG emissions if it does not comply with the regulations developed under AB 32. For purposes of analysis within this subsection, the significance of the proposed Project's GHG emissions impacts is based upon whether or not the Project can demonstrate compliance with the CARB Scoping Plan prepared in response to California Assembly Bill 32 (AB 32) and the State of California's Climate

Action Team Report (2006), prepared in response to the California Governor's Executive Order S-3-05. This approach is consistent with past practice in the City of Moreno Valley.

#### 4.2.3 IMPACT ANALYSIS

## A. Methodology for Estimating Project-Related GHG Emissions

CEQA Guidelines §15064.4(b)(1) states that a lead agency may use a model or methodology to quantify GHG emissions associated with a project. On February 3, 2011, the SCAQMD released the California Emissions Estimator Model (CalEEMod<sup>TM</sup>). The purpose of this model is to estimate air quality and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. As such, the February 2011 CalEEMod<sup>TM</sup> was used for estimating Project-related emissions. The CalEEMod<sup>TM</sup> model includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water. (Urban Crossroads, 2012c, p. 33)

A full life-cycle analysis (LCA) is not included in the Project's GHG Analysis (*Technical Appendix D*) due to the lack of consensus guidance on LCA methodology. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the project development and infrastructure) depends on emission factors or econometric factors that are not well established for all processes. At this time a LCA, would be extremely speculative and thus was not prepared. (Urban Crossroads, 2012c, p. 33)

# B. Methodology for Estimating Project-Related Construction Emissions

Construction activities associated with the proposed Project would result in emissions of CO<sub>2</sub> and CH<sub>4</sub> from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Paving

- Building Construction
- Architectural Coatings (Painting)
- Construction Workers Commuting

Based on information about the Project's anticipated construction characteristics and schedule as supplied by the Project Engineer and Project Applicant (Cochran, 2012a), the approximate construction scheduling for each phase of construction was input into the CalEEMod<sup>TM</sup> model and defaults for all other assumptions were utilized. A summary of the assumptions used in the construction modeling is provided below.

The Project site is currently occupied with an 8.4-acre truck parking yard. This parking area and associated surface improvements would be demolished to construct the proposed Project. The Project Applicant plans to demolish the asphaltic and concrete surfaces, which would be pulverized and stockpiled onsite for subsequent use in Project construction activities. The Project Applicant estimates that demolition activities would occur over a period of two (2) weeks but the air quality analysis conservatively assumes that demolition activates would occur over three (3) working weeks.

The duration of construction activity and associated equipment was estimated based on construction of similar projects in the City of Moreno Valley, CalEEMod<sup>TM</sup> model defaults, and information provided by the Project Applicant. Refer to specific detailed modeling inputs/outputs contained in Appendix "A" of *Technical Appendix D* to this EIR. A detailed summary of construction equipment assumptions by phase is provided in Table 4.1-5 of Subsection 4.1, Air Quality.

In accordance with SCAQMD recommendations, the Project's construction phase GHG emissions were quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by the Project life (i.e., 30 years) then adding that number to the annual operational phase GHG emissions. Accordingly, within this analysis construction-source emissions were amortized over a 30 year period and added to the annual operational phase GHG emissions. (Urban Crossroads, 2012c, p. 34)

For purposes of modeling the Project's GHG emissions, demolition is expected to occur within the month of January 2013; Site Preparation is expected to occur from January 2013 through February 2013; Grading activities are expected to occur within the month of February 2013; Building Construction is expected to occur from February 2013 through October 2013; Paving is expected to occur from October 2013 through November 2013; and Architecture Coatings are expected to occur from November 2013 through December 2013. This construction schedule represents a "worst-case" analysis scenario; should construction occur any time after these respective dates, construction-related emissions would decrease because emission factors for construction equipment decrease as the analysis year increases due to increasingly stringent regulatory requirements. (Urban Crossroads, 2012c, p. 34)

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction and earth materials delivered to the Project site), were estimated based on information from the Project Applicant and the CalEEMod<sup>TM</sup> defaults. (Urban Crossroads, 2012c, p. 34)

# C. Methodology for Estimating Project-Related Operational Emissions

Operational activities associated with the proposed Project would result in emissions of  $CO_2$ ,  $CH_4$ , and  $N_2O$  from the following primary sources, which are discussed below:

- Building Energy Use (Combustion Emissions Associated with Natural Gas and Electricity)
- Water Supply, Treatment and Distribution
- Solid Waste
- Vehicles

#### o Building Energy Use

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the off-site generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod<sup>TM</sup> default parameters were used. (Urban Crossroads, 2012c, pp. 35-36)

## Water Supply, Treatment and Distribution

Indirect GHG emissions result from the off-site production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. The Project's water demand was estimated based on data available from the Eastern Municipal Water District (EMWD) for similar developments projects. The Project is estimated to result in a demand for approximately 12,110 gallons of potable water per day (or approximately 13.6 acre-feet per year). (Urban Crossroads, 2012c, p. 36)

#### Solid Waste

The Project would result in the generation and disposal of solid waste. A large percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. Using solid waste generation rates for light industrial/warehouse uses reported by CalRecycle24, GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by the CalEEMod<sup>TM</sup>. (Urban Crossroads, 2012c, p. 36)

#### Vehicles

GHG emissions also would result from mobile sources associated with the Project. These mobile source GHG emissions are generated by typical daily operation of motor vehicles by visitors, employees, and customers. For detailed information about the assumptions and methodology used to estimate GHG emission, refer to *Technical Appendix D*, pp. 6-41, and the reference sources cited therein.

Trip characteristics from the Project's Traffic Impact Analysis (*Technical Appendix E* to this EIR) were used to estimate Project-related operational vehicular emissions. The same methodology was applied as described in EIR Subsection 4.1, Air Quality. In summary, the actual number of passenger cars (including light trucks) and heavy trucks are used in the analysis instead of PCEs as used in the traffic report. The vehicle fleet mix, in terms of actual vehicles, was derived from the traffic study with the total traffic generation in vehicles calculated at 576 per day. The operational emissions evaluation is based on a conservative analysis year of 2013 (Project buildout). This analysis year was selected as it is the most conservative from an emissions generating standpoint because GHG emissions from vehicles would decrease as the analysis year increases due to implementation of regulatory requirements and vehicle fleet turnover contained in the EMFAC model. (Urban Crossroads, 2012c, p. 39)

As discussed in EIR Subsection 4.1, Air Quality, air emissions (including GHG emissions) calculated for the proposed Project and disclosed in this EIR is likely overstated because no credit for, or reduction in, emissions is assumed based on diversion of existing trips. (Urban Crossroads, 2012c, p. 39). For passenger car trips, a one-way trip length of 17 miles was assumed as contained in the SCAQMD CEQA Handbook (SCAQMD 1993) for Riverside County for the year 2010 (this trip length was used in lieu of the CalEEMod<sup>TM</sup> model defaults because it is more conservative). For heavy duty trucks, an average trip length of 61 miles is used. The resulting weighted average trip

length of 40.76 miles was entered into the CalEEMod<sup>TM</sup> model calculations. (Urban Crossroads, 2012c, p. 41). For more information, tables calculating percentage of trips by vehicle class are shown in *Technical Appendix D*.

Threshold 1: Would the proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold 2: Would the proposed Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

A summary of the proposed Project's projected annual operational GHG emissions, including the amortized construction emissions, is provided in Table 4.2-4, *Total Annual Project GHG Emissions*. The operational GHG emissions for the Project, including the amortized construction emissions, are estimated to be 10,632.09 MT per year. (Urban Crossroads, 2012c, p. 42)

Table 4.2-4 Total Annual Project GHG Emissions

-	Emissions (metric tons per year)			
Emission Source	CO <sub>2</sub>	CH <sub>4</sub> (CO <sub>2</sub> E)	$N_2O(CO_2E)$	Total CO₂E
Annual construction-related emissions amortized over 30 years	24.96	0.002	<del>[=</del> ]	25.00
Energy	397.18	0.02	0.01	399.66
Mobile Sources	8,216.61	0.20		8,220.79
Waste	877.21	51.84		1,965.87
Water Usage	16.79	0.14		20.77
Total CO <sub>2</sub> E (All Sources)		10,0	632.09	

Source: CalEEMod<sup>TM</sup> model output, See Appendix "A" of EIR *Technical Appendix D* for detailed model outputs. Note: Totals obtained from CalEEMod<sup>TM</sup> and may not total 100% due to rounding.

As indicated in §15064(b) of the State CEQA Guidelines, the determination of significance of GHGs is not "ironclad;" rather, the "determination of whether a project may have a significant effect on the environment calls for a "careful judgment" by the lead agency (City of Moreno Valley) "based on the extent possible on scientific and factual data." The City of Moreno Valley has not adopted a numeric threshold of significance for emissions of GHGs.

As previously noted, CARB does not have an adopted numerical threshold of significance for projects like the proposed Project. Further, CARB's current proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants or uses that utilize combustion engines, and does not address mobile source emissions. Similarly, the SCAQMD thresholds are currently in draft form and are not adopted. Nevertheless, comparison of the GHG emissions from the Project's area sources (construction, energy, waste, and water usage) indicates that the Project's emissions from such sources would be well below the proposed CARB and SCAQMD thresholds for stationary sources. With regard to GHG emissions from mobile sources, as discussed above, the estimation of the Project's impact on mobile source GHG emissions is highly speculative, because the methodology to quantify mobile source GHG emissions assumes that all of the vehicle trips to and from the Project site would be new, rather than

redistributed vehicle trips from other areas. No methods or models exist to estimate the Project's net contribution to regional or global vehicle miles traveled. Because the estimation of the Project's contribution to mobile source GHG emissions is highly speculative, and based on the absence of applicable thresholds for mobile source GHG emissions, use of a quantitative threshold of significance is not meaningful. Accordingly, a qualitative analysis is used to determine significance, based on consistency with regional and state GHG plans.

As previously indicated and consistent with past practice in the City of Moreno Valley, the significance of the Project's GCC impacts is based upon whether or not the Project can demonstrate compliance with the CARB Scoping Plan and the State of California's Climate Action Team Report (2006). The analysis below sets out the factual basis for the City's determination regarding the effect of Project-related GHGs. The analysis is specific to this Project, and may not necessarily apply to other projects within the City of Moreno Valley.

## Consistency with the CARB Scoping Plan

AB 32 requires California to reduce its GHG emissions by approximately 29% below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the 29% reduction below business as usual required by AB 32.

The proposed Project would generate GHG emissions from a variety of sources which would all emit CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O. GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the proposed Project.

Table 4.2-5, Recommended Actions for Climate Change Proposed Scoping Plan, presents the 39 Recommended Actions (qualitative measures) identified to date by CARB in its Climate Change Proposed Scoping Plan. Of the 39 measures identified, those that would be considered to be applicable to the Project would primarily be those actions related to transportation, electricity and natural gas use, green building design and industrial uses. Table 4.2-5 identifies which CARB Recommended Actions apply to the Project, and of those, whether the Project is consistent therewith.

Consistency of the Project with the Scoping Plan measures is discussed below by each source-type. It also should be noted that certain measures and enforcement actions listed below are beyond the control of the Project Applicant and the City of Moreno Valley. Notwithstanding, implementation and enforcement of these measures by the State or other responsible entity will act to reduce areawide GHG emissions.

#### Transportation

CARB's Scoping Plan identifies nine transportation-related recommended actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed Project. Implementation of the Pavley



Table 4.2-5 Recommended Actions for Climate Change Proposed Scoping Plan

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	NO	NO
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	NO	NO
T-3	Transportation	Regional Transportation-Related GHG Targets	NO	NO
T-4	Transportation	Vehicle Efficiency Measures	NO	NO
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	NO	NO
T-6	Transportation	Goods-movement Efficiency Measures	NO	NO
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	NO	NO
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	NO	NO
T-9	Transportation	High Speed Rail	NO	NO
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	YES	NO
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	NO	NO
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	NO	NO
E-4	Electricity and Natural Gas	Million Solar Roofs	YES	NO
CR-1	Electricity and Natural Gas	Energy Efficiency	YES	NO
CR-2	Electricity and Natural Gas	Solar Water Heating	NO	NO
GB-1	Green Buildings	Green Buildings	YES	NO
W-1	Water	Water Use Efficiency	YES	NO
W-2	Water	Water Recycling	NO	NO
W-3	Water	Water System Energy Efficiency	YES	NO
W-4	Water	Reuse Urban Runoff	NO	NO
W-5	Water	Increase Renewable Energy Production	NO	NO
W-6	Water	Public Goods Charge (Water)	NO	NO
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	YES	NO
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	NO	NO
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	NO	NO
I-4	Industry	Refinery Flare Recovery Process Improvements	NO	NO
l-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	NO	NO
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	NO	NO
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	NO	NO
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	NO	NO
F-1	Forestry	Sustainable Forest Target	NO	NO
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	NO	NO
H-2	High Global Warming Potential Gases	SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	NO	NO
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	NO	NO
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	NO	NO
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	NO	NO
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	NO	NO
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	NO	NO
A-1	Agriculture	Methane Capture at Large Dairies	NO	NO

Source: (Urban Crossroads, 2012c, Table 3-5)

standards is dependent on implementation by the State on vehicle fuel economy standards. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning the Pavley standards.

Action T-2 concerns implementation of a low carbon fuel standard. To reduce the carbon intensity of transportation fuels, CARB is developing a Low Carbon Fuel Standard (LCFS), which would reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020 as called for by Governor Schwarzenegger in Executive Order S-01-07. LCFS will incorporate compliance mechanisms that provide flexibility to fuel providers in how they meet the requirements to reduce GHG emissions. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning the use of low carbon fuels.

Action T-3 addressees regional transportation targets for reducing GHG emissions. SB 375 requires CARB to develop, in consultation with MPOs, passenger vehicle GHG emissions reduction targets for 2020 and 2035. It sets forth a collaborative process to establish these targets, including the appointment by CARB of a Regional Targets Advisory Committee to recommend factors to be considered and methodologies for setting GHG emissions reduction targets. SB 375 also provides incentives – relief from certain California Environmental Quality Act (CEQA) requirements for development projects that are consistent with regional plans that achieve the targets. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning SB 375.

Action T-4 is concerned with vehicle efficiency measures. The California Integrated Waste Management Board (CIWMB) with various partners continues to conduct a public awareness campaign to promote sustainable tire practices. CARB is pursuing a regulation to ensure that tires are properly inflated when vehicles are serviced. In addition, CEC in consultation with CIWMB is developing an efficient tire program focusing first on data gathering and outreach, then on potential adoption of minimum fuel-efficient tire standards, and lastly on the development of consumer information requirements for replacing tires. CARB is also pursuing ways to reduce engine load via lower friction oil and reducing the need for air conditioner use. CARB is actively engaged in the regulatory development process for the tire inflation component of this measure. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with applicable measures.

Action T-5 addresses electrification of ships at ports and is not applicable to the proposed Project.

Action T-6 also primarily addresses port operations and is not applicable to the proposed Project.

Action T-7 requires existing trucks/trailers to be retrofitted with the best available technology and/or CARB-approved technology. Implementation of such a standard is not within the purview of the proposed Project because various trucks fleets from numerous commercial entities may access the site and cannot be feasibly monitored or controlled by the Project Applicant, City of Moreno Valley, or future Project tenant. Therefore, this measure is not applicable to the proposed Project.

Action T-8 focuses on hybridization of medium- and heavy-duty vehicles. The implementation approach to Action T-8 is to adopt a regulation and/or incentive program that reduces GHG

emissions by encouraging hybrid technology as applied to vocational applications that have significant urban, stop-and-go driving, idling, and power take-off operations in their duty cycle. Such applications include parcel delivery trucks and vans. Implementation of such a standard is not within the purview of the proposed Project since various trucks fleets from numerous commercial entities may access the site. Therefore, the proposed Project would not conflict with this measure.

Action T-9 concerns implementation of a high speed rail system. This measure is not applicable to the Project.

#### Electricity and Natural Gas

Action E-1 and CR-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The Project will comply with or surpass mandatory Title 24 Energy Efficiency Standards in effect at the time of Project construction. Therefore, the proposed Project would not conflict with this measure.

Action E-2 encourages an increase in the use of combined heat and power (CHP) use, or cogeneration, facilities. California has supported CHP for many years, but market and other barriers continue to keep CHP from reaching its full market potential. Increasing the deployment of efficient CHP will require a multi-pronged approach that includes addressing significant barriers and instituting incentives or mandates where appropriate. Implementation of such a standard is not within the purview of the proposed Project; therefore, the proposed Project would not conflict with this measure.

Action E-3 concerns Renewable Portfolio Standards for utilities and does not apply to development projects.

Action E-4 strives to promote solar generated electricity. Because the proposed building would be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to the architectural design, the proposed Project would not conflict with the recommended measure.

Action CR-2 strives to promote solar water heaters (SWH). The ARB recommends that California pursue approaches with the goal of developing a viable SWH industry for 2020 and beyond. Implementation of such a standard is not within the purview of the Project; therefore, the proposed Project would not conflict with this measure.

#### o Water Use

Implementation of all but two of the Recommended Actions related to water use are not within the purview of the proposed Project. The two measures that apply are measures W-1 (Water Use Efficiency) and W-3 (Water System Energy Efficiency). However, because the proposed Project would not exceed the audit threshold of 25,000 MT CO<sub>2</sub> from on-site combustion and related activities, the proposed Project is consistent with and would not obstruct the recommended actions.



#### Industrial Use

All but one of the Recommended Actions related to industrial use are specific to oil and gas extraction, refining and transmission and are not applicable to the proposed Project. The one other Action I-1 targets large emitters of GHGs (in excess of 0.5 million metric tons (MMT)/year of CO<sub>2</sub>e (equivalent)) for auditing. Because the proposed Project would not exceed the audit threshold, the proposed Project is consistent with and would not obstruct the recommended actions.

# Consistency with GHG Emission Reduction Strategies Set Forth in the 2006 Climate Action Team (CAT) Report

Table 4.2-6, *Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies*, sets forth the emission reduction strategies set forth in the 2006 CAT Report along with an explanation as to how the Project is consistent therewith. Table 4.2-6 also notes whether the strategy is applicable to the Project.

As indicated in Table 4.2-6, the proposed Project would be consistent with or would not conflict with any of the identified CAT strategies. Although implementation of the CAT strategies would reduce GHG emissions to the extent possible, it is not possible to specifically quantify the reduction in GHG that will result from implementation of CAT strategies and programs. However, a project that is consistent with CAT strategies is consistent with the strategies suggested to reduce California's emissions to the levels proposed by Executive Order S-3-05 and AB 32, and therefore would result in a less than significant impact on GCC.

## Conclusion

As indicated previously in EIR Subsection 4.2.2, in the absence of an adopted quantitative threshold of significance, and for purposes of analysis within this Subsection, the applicable threshold of significance is whether or not the Project would be consistent with the CARB Scoping Plan and the 2006 CAT Report.

As indicated in the above discussion and analysis, the proposed Project would be consistent with, or otherwise not in conflict with, the CARB Scoping Plan recommended measures and actions and the GHG emission reduction strategies set forth in the 2006 CAT Report. Because the proposed Project would be consistent with both the CARB Scoping Plan and the 2006 CAT Report, Project-related GHG emissions would not be substantial and would not directly or indirectly result in a significant impact on the environment. This conclusion reflects a conservative analysis of Project-related impacts as the analysis presented previously in this subsection does not credit the Project for a reduction of GHG emissions that would result from implementation of Project design features or the mitigation measures specified in EIR Section 4.1, *Air Quality* (which also would serve to reduce Project-related GHG emissions). Therefore, the proposed Project would not result in a significant impact to the environment as a result of Project-related GHG emissions.

In addition, there are currently no plans, policies, or regulations that are applicable to the proposed Project and that have been adopted for the purpose of reducing the emissions of GHGs. Although there are no applicable plans, policies, or regulations that are applicable to the proposed Project, the



Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies

Strategy Remarks		
California Air Resource Board		
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.	
Other Light Duty Vehicle Technology New standards would be adopted to phase in beginning in the 2017 model.  Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy-duty vehicles and an education program for the heavy-duty vehicle sector.		
Diesel Anti-Idling In July 2004, the CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Compliant.  Heavy-duty diesel trucks that access the project site will be required to limit idling to no more than five minutes.	
Hydrofluorocarbon Reduction  1) Ban retail sale of HFC in small cans; 2) Require that only low GWP refrigerants be used in new vehicular systems; 3) Adopt specifications for new commercial refrigeration; 4) Add refrigerant leak-tightness to the pass criteria for vehicular Inspection and Maintenance programs; 5) Enforce federal ban on releasing HFCs.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.	
Transportation Refrigeration Units (TRUs), Off-Road Electrification, Port Electrification Strategies to reduce emissions from TRUs, increase off-road electrification, and increase use of shore-side/port electrification.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions. Further, no refrigerated truck units will access the Project site, nor does the Project proposed refrigerated warehousing.	
Alternative Fuels: Biodiesel Blends CARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.	
Reduced Venting and Leaks in Oil and Gas Systems Rule considered for adoption by the Air Pollution Control Districts for improved management practices.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.	
Hydrogen Highway The California Hydrogen Highway Network (CA H <sub>2</sub> Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.	
Integrated Waste Management Board		
Achieve 50 percent Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter	Compliant. The project is required to comply with the City's Source Reduction and Recycling Element (SRRE). To this end, the Project design includes provisions for tenants	



# Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies (Cont'd)

1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48 percent has been achieved on a statewide basis. Therefore, a 2 percent additional reduction is needed.  Zero Waste - High Recycling Additional recycling beyond the State's 50 percent recycling goal.	to recycle. In accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued.
Department of Forestry	
Forest Management Strategies for storing more carbon through forest management activities can involve a range of management activities such as increasing either the growth of individual trees, the overall age of trees prior to harvest, or dedicating land to older age trees.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Forest Conservation	The noted measures are beyond the purview of the
Conservation projects are designed to minimize/prevent the climate change emissions that are associated with the conversion of forestland to nonforest uses by adding incentives to maintain an undeveloped forest landscape.	Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Fuels Management/Biomass	The noted measures are beyond the purview of the
Large, episodic, unnaturally hot fires are an increasing trend on California's wild lands because of decades of fire suppression activities, sustained drought, and increasing insect, disease, and invasive plans infestations. Actions taken to reduce wildfire severity through fuel reduction and biomass development would reduce climate change emissions from wildfire, increase carbon sequestration, replace fossil fuels, and provide significant economic development opportunities.	Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Urban Forestry	The Project does not involve or propose a formal urban
A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	forestry program. Nor has the City adopted or implemented an urban forestry program. Notwithstanding, the Project will construct landscaping improvements, including tree plantings, consistent with the City's landscape design guidelines.
Afforestation/Reforestation Projects	The noted measures are beyond the purview of the
Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Department of Water Resources	
Water Use Efficiency	Compliant.
Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.	The Project shall implement U.S. EPA Certified WaterSense labeled or equivalent faucets and higherfliciency toilets (HETs), and implement waterconserving shower heads where applicable.
California Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress	Compliant. Project will be compliant with incumbent California



# Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies (Cont'd)

Code of Regulations, Title 24 (Energy Efficiency Standards for Residential and Nonresidential Buildings).
Compliant. Appliances purchased for use in the Project will be consistent with all applicable energy efficiency standards.
Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Not Applicable.  The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Compliant. The Project is proximate to serving transportation corridors, thereby promoting operational efficiencies.



Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies (Cont'd)

	Note: 100 to 100
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.  Department of Food and Agriculture Conservation tillage/cover crops Conservation tillage and cover crops practices are increasingly being used by California farmers for a variety of reasons, including improved soil tilth, improved water use efficiency, reduced tillage requirements, saving labor and fuel, and reduced fertilizer inputs.  Enteric Fermentation	Compliant. The Project promotes transportation efficiencies through its location proximate to serving transportation corridors. Moreover, distribution warehouse uses such as those proposed by the Project act to consolidate regional transport and delivery of goods, thereby reducing VMT within the region, further improving transportation efficiencies. trips  The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.  Not Applicable.
Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
State and Consumer Services Agency	Not Applicable.
Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.	Compliant. The Project will meet or surpass Title 24 Energy Efficiency standards, acting to reduce area source GHG emissions. Further, State mandated programs (Pavely et al.) will act to substantively reduce mobile-source GHG emissions. Additionally, the Project is required to comply with the mandatory provisions of the California Green Building Standards Code (CALGreen) pursuant to the California Code of Regulations, Title 24, which became effective on January 1, 2011.
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewables in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
California Solar Initiative Installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses; increased use of solar thermal systems to offset the increasing demand for natural gas; use of advanced metering in solar applications; and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Compliant. Project buildings will be designed to accommodate renewable energy sources, such as photovoltaic solar energy systems as is economically and physically feasible.
Investor-Owned Utility This strategy includes energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utility.	Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.

Source: State of California, Environmental Protection Agency, Climate Action Team, 2006.

Project would nonetheless be consistent with the CARB Scoping Plan and the 2006 CAT Report strategies for reducing GHG emissions. Therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and a significant impact would not occur.

#### 4.2.4 CUMULATIVE IMPACT ANALYSIS

GCC occurs as the result of global emissions of GHGs. An individual project proposal does not have the potential to result in significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines §15130[f]).

Accordingly, the Project-specific impact analysis provided above in Subsection 4.2.3 reflects a cumulative impact analysis of the Project's GHG emissions, and concludes that because the proposed Project would comply with all applicable GHG-reduction strategies set forth by the CARB Scoping Plan and 2006 CAT Report, the proposed Project's GHG emissions would not be cumulatively considerable. In addition, the analysis in EIR Subsection 4.2.3 demonstrates that the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHGs. Therefore, Project-related emissions of GHGs would be less than significant on both a direct and cumulative basis.

#### 4.2.5 APPLICABLE PROJECT REQUIREMENTS

- PR 4.2-1 The Project is required to comply with mandatory regulatory requirements imposed by the State of California and the SCAQMD aimed at the reduction of air quality emissions. Those that are applicable to the Project and that would assist in the reduction of Project-related GHG emissions include, but are not limited to the following:
  - a) Global Warming Solutions Act of 2006 (AB32).
  - b) Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB 375).
  - c) Pavely Fuel Efficiency Standards (AB1493), which establishes fuel efficiency ratings for new vehicles.
  - d) California Code of Regulations Title 13, Division 3 addressing diesel exhaust emissions. Specifically, Chapter 1, Article 4.5, §2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and Chapter 10, Article 1, §2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."
  - e) California Code of Regulations Title 24 (California Building Code), which establishes energy efficiency requirements for new construction.

- f) California Code of Regulations Title 20 (Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for appliances.
- g) Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020.
- h) California Water Conservation in Landscaping Act of 2006 (AB1881), which requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes.
- Statewide Retail Provider Emissions Performance Standards (SB 1368), requiring energy generators to achieve performance standards for GHG emissions.
- j) Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020
- k) South Coast Air Quality Management District Rule 1118 "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations," and Rule 1186.1 "Less Polluting Street Sweepers."
- PR 4.2-2 The Project will provide on-site bicycle storage pursuant to City of Moreno Valley Municipal Code §9.11.060.B, Off-Street Bicycle Parking Requirements.
- PR 4.2-3 The Project will comply with all applicable provisions of the City of Moreno Valley Municipal Code Chapter 6.02 "Refuse Collection, Transfer and Disposal" and Chapter 8.80 "Recycling and Diversion of Construction and Demolition Waste."

#### 4.2.6 SIGNIFICANCE OF IMPACTS PRIOR TO MITIGATION

<u>Thresholds 1 and 2: Less than Significant Impact</u>. The proposed Project would not generate GHG emissions, either directly or indirectly, in quantities that may have a direct or cumulatively considerable significant impact on the environment. In addition, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

#### 4.2.7 MITIGATION MEASURES

Impacts would not be significant; therefore, mitigation measures are not required. Regardless, to ensure that the Project will comply with applicable GHG emission reduction strategies specified in California's 2006 Climate Action Team report, the following mitigation measures are recommended.

- MM 4.2-1 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's mechanical/electrical/plumbing (MEP) plans specify the installation of U.S. EPA Certified WaterSense labeled or equivalent faucets, higherficiency toilets (HETs), and water-conserving shower heads (if showers are proposed).
- MM 4.2-2 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's roof is structurally designed to accommodate the future addition of photovoltaic solar panels.

# 4.3 Noise

The following analysis is based on a technical noise study prepared by Urban Crossroads, Inc. entitled "First Industrial Logistics II Noise Impact Analysis, City of Moreno Valley, California," dated October 31, 2012, and included as *Technical Appendix E* to this EIR. The report considers potential noise impacts associated with construction and operation of the proposed Project.

#### 4.3.1 Existing Conditions

## A. Study Area Description

The Project site is located in the City of Moreno Valley. The Project Applicant is proposing a high cube industrial warehouse building containing 400,130 square feet of interior building space located on the northwest corner of Perris Boulevard and Nandina Avenue. Existing development near the Project site contains a mix of single-family residential, industrial, office, and warehouse land uses as previously described in EIR Section 2.0, *Environmental Setting*. The March Air Reserve Base is located approximately 0.9-mile west of the Project site. The locations of the nearest sensitive receptors to the Project site are depicted on Figure 4.3-1, *Off-Site Noise Sensitive Receptors*.

#### B. Noise Fundamentals

## ■ Noise Definitions

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Because the range of sound that the human ear can detect is so large, the scale used to measure sound intensity is based on multiples of 10, the logarithmic scale. The unit of measure in which a sound intensity is described is the decibel (dB). Each interval of 10 dB indicates a sound energy 10 times greater than before, which is perceived by the human ear as being roughly twice as loud. A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the audible spectrum; dBA is adjusted to reflect only those frequencies which are audible to the human ear. (Urban Crossroads, 2012d, p. 4)

The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet (Urban Crossroads, 2012d, p. 4). Figure 4.3-2, *Typical Noise Levels and Their Subjective Loudness and Effects*, presents a summary of typical noise levels and their subjective loudness and effects.

Environmental noise descriptors are generally based on averages, rather than instantaneous noise levels. The most commonly used figure is the equivalent level (Leq.). Leq. represents a steady sound level containing the same total energy as a time-varying level over a given measurement interval. Leq. may represent any desired length of time; however, one hour is the most commonly used in environmental work. (Urban Crossroads, 2012d, p. 4).

Peak hour noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour levels may be disturbing if they occur during times when quiet is most

desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24 hour noise level, is utilized (Urban Crossroads, 2012d, p. 4).

The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of five (5) dB to sound levels in the evening from 7 p.m. to 10 p.m., and the addition of 10 dB to sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise sensitive time periods during the evening and nighttime hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure (Urban Crossroads, 2012d, p. 4).

## ■ Effects of Noise

Harmful effects of noise can include speech interference, sleep disruption, and loss of hearing. High background noise levels can affect performance and learning processes through: distraction; reduced accuracy; increased fatigue, annoyance, and irritability; the inability to concentrate; and sleep prevention. Several factors determine whether a particular noise will interfere with sleep. These factors include the noise level and characteristics, the stage of sleep, the individual's age, and motivation to waken.

Approximately 10% of the population has a very low tolerance for noise and will object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. Another 25% of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments, a change of 3.0 dBA may be perceptible, and a change of 5 dBA is often necessary before any noticeable change in community response (i.e. complaints) would be expected (Urban Crossroads, 2012d, p. 7).

# ☐ Traffic Noise Prediction

According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance* provided by the Federal Highway Administration, the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle mix do not change, results in a noise level increase of 3 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway (Urban Crossroads, 2012d, p. 6).

## □ Ground Absorption of Noise

To account for the ground-effect attenuation (absorption) of noise, two types of site conditions are commonly used in traffic noise models: soft site and hard site conditions. Soft site conditions

account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone, and very hard packed earth. Caltrans research has shown that the use of soft site conditions is more appropriate for the application of the FHWA traffic noise prediction model used in this analysis (Urban Crossroads, 2012d, p. 6).

## ■ Noise Control and Noise Barrier Attenuation

Noise control is the process of obtaining an acceptable noise environment for a particular observation point or receptor by controlling the noise source, transmission path, receptor, or all three. This concept is known as the source-path-receptor concept. In general, noise control measures can be applied to any and all of these three elements (Urban Crossroads, 2012d, p. 6).

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source (Urban Crossroads, 2012d, p. 6).

# ■ Land Use Compatibility

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are considered to be more sensitive to noise intrusion than are commercial or industrial activities. Ambient noise levels can also affect the perceived desirability or livability of a development. For these reasons, land use compatibility with the noise environment is an important consideration in the planning and design process (Urban Crossroads, 2012d, p. 7).

## C. Noise Analysis Methodology

# □ 24-Hour Noise Readings

Mobile, or transportation-related noise impacts, are measured using the 24-hour CNEL to assess the land use compatibility for community noise exposure. 24-hour noise readings for the Project were recorded by Urban Crossroads, Inc. on Thursday, October 25<sup>th</sup>, 2012 using five (5) Quest DL Pro data logging Type 2 noise dosimeters. All noise meters were programmed in "fast" mode to record noise levels in A-weighted form. The sound level meters and microphone were equipped with a widescreen during all measurements (Urban Crossroads, 2012d, p. 12).

## ☐ Construction Equipment Reference Noise Levels

In January 2006, the Federal Highway Administration (FHWA) published a national database of construction equipment reference noise emission levels. The database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation (Urban Crossroads, 2012d, p. 33).

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to noise levels in excess of 100 dBA when measured at 50 feet. These noise levels diminish with

distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor (Urban Crossroads, 2012d, pp. 33-34).

# ☐ FHWA Traffic Noise Prediction Model and Model Inputs

Future roadway noise impacts from vehicular traffic were projected using a computer program that replicates the FHWA and Model Inputs Traffic Noise Prediction Model- FHWA-RD-77-108 (the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major, or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period (Urban Crossroads, 2012d, p. 16)

Table 4.3-1, *Off –Site Road Parameters*, presents the FHWA Model roadway parameters used by Urban Crossroads, Inc. in the noise analysis. Per the recommendation of Caltrans, soft site conditions were used to develop the noise contours to analyze the traffic noise conditions in the study area. The Existing average daily traffic (ADT) volumes are derived from the First Inland Logistics II Traffic Impact Analysis (*Technical Appendix F*).

*Table 4.3-2, Hourly Traffic Flow Distribution1*, presents the hourly traffic flow distributions (vehicle mix) used for the noise analysis (which is reflective of the vehicle mix required by the California Department of Public Health). The vehicle mix provides the hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the FHWA Model (Urban Crossroads, 2012d, p. 16).

## D. Existing Noise Conditions

To determine the existing noise level environment, five (5) long-term 24-hour measurements were taken in the Project study area. Figure 4.3-3, *Noise Measurement Locations*, shows the location of the Project site and the noise level measurement locations (locations L1 through L5). The noise level measurements were recorded by Urban Crossroads, Inc. on Thursday, October 25<sup>th</sup>, 2012, representing the typical ambient noise environment for the study area (Urban Crossroads, 2012d, p. 12). The results of the noise level measurements are presented in Table 4.3-3, *Long-Term (Ambient) Noise Level Measurements*, and are summarized below.

• Site L1 is located near the southern property line of the residential tract to the north of the Project site, approximately 85 feet east of Perris Boulevard and 165 feet north of Rivard Road. The hourly noise levels at Site L1 range from 58.8 to 63.0 dBA Leq and produce a 24-hour CNEL noise level of 64.7 dBA CNEL.

- Site L2 is located next to a house roughly 100 feet north of the Project boundary along San Michele Road and 660 feet west of Perris Boulevard. The hourly noise levels at Site L2 range from 53.5 to 55.9 dBA Leq and produce a 24-hour CNEL noise level of 61.7 dBA CNEL.
- Site L3 is located approximately 140 feet east of the Project boundary on the southeast corner of Perris Boulevard and Modular Way. The hourly noise levels at Site L3 range from 58.8 to 62.3 dBA Leq and produce a 24-hour CNEL noise level of 66.9 dBA CNEL.
- Site L4 is located near a house approximately 100 feet south of the Project boundary along Nandina Avenue and 760 feet west of Perris Boulevard. The hourly noise levels at Site L4 range from 53.6 to 56.1 dBA Leq and produce a 24-hour CNEL noise level of 61.4 dBA CNEL.
- Site L5 is located on the proposed east Project driveway 140 feet west of Perris Boulevard and 325 feet south of Modular Way. The hourly noise levels at Site L5 range from 54.2 to 58.4 dBA Leq and produce a 24-hour CNEL noise level of 62.6 dBA CNEL.

The results of the noise level measurements show that the ambient noise levels in the study area near Perris Boulevard currently exceed the City of Moreno Valley transportation related exterior noise levels of 65 dBA CNEL for noise-sensitive receptors (Urban Crossroads, 2012d, p. 14).

## ■ Existing Noise Contours

Existing CNEL noise contours are shown for the 55, 60, 65, and 70 dBA noise levels in Table 4.3-4, *Existing Without Project Conditions Noise Contours*. Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway. The noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.

#### ■ Existing Vibration

Groundbourne vibration is usually localized to areas within about 100 feet from the vibration source. There are no existing sources of groundborne vibration (such as a railroad line) on or within 100 feet of the Project site.

## E. Existing Noise Standards (Policies and Regulations)

Local noise guidelines are often based on the broader guidelines established by state and federal agencies. Following is a description of the existing noise regulatory setting for the proposed Project because a majority of the Project's traffic distribution (and associated vehicular noise) is projected to route through the City of Moreno Valley and the City of Perris, the noise criteria for the City of Moreno Valley and City of Perris are presented below.

## California Office of Planning and Research General Plan Guidelines

The City of Moreno Valley General Plan does not include any standards for measuring impacts associated with traffic noise. Rather, noise is considered in the Environmental Safety section of the General Plan Safety Element. While the General Plan provides background and noise fundamentals,

it does not identify criteria to assess the impacts associated with off-site transportation related noise impacts. Therefore, for purposes of evaluating traffic-related noise impacts within the City of Moreno Valley, the analysis in this EIR instead relies on the noise criteria derived from the standards provided in the General Plan Guidelines, a publication of the California Office of Planning and Research. These standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments. A copy of the General Plan Guidelines is provided as Appendix 3.2 to the Project's Noise Impact Analysis (see *Technical Appendix* E) (Urban Crossroads, 2012d, p. 3.2).

The purpose of the transportation noise criteria is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. For the nearby noise sensitive areas, the exterior noise levels should remain below 65 dBA CNEL and for interior areas the noise levels should remain below 45 dBA CNEL. For purposes of analysis within this section, the closest noise sensitive uses within the Project's study area are shown on Figure 4.3-1.

# ☐ City of Moreno Valley Noise Ordinance

The Noise Ordinance included in Chapter 11.80 of the City of Moreno Valley's Municipal Code provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary noise source impacts.

Section 11.80.030.C, Nonimpulsive Sound Decibel Limits, provides the following restriction:

No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimpulsive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance. (Moreno Valley n.d. Section 11.80.030.C)

Table 11.80.030-2 of the City's Noise Ordinance, Maximum Sound Levels (in dBA) For Source Land Uses, shows that the daytime and nighttime standards for commercial uses (including the logistics center/warehouse uses proposed by the Project) are 65 dBA and 60 dBA, respectively (Moreno Valley Municipal Code Table 11.80.030-2).

The City of Moreno Valley also has established exterior noise limits to control noise impacts associated with construction activities. Noise Ordinance Section 11.80.030.D.7, *Construction and Demolitions*, states: "No person shall operate or cause operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee" (Moreno Valley Municipal Code Section 11.80.030.D.7).

# ☐ City of Perris General Plan Noise Element

The City of Perris General Plan standards also are derived from standards contained in the General Plan Guidelines, a publication of the California Office of Planning and Research. The Noise Element includes standards for land use compatibility for community noise exposure. Goal 1 of the City's Noise Element requires that the State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development. At different exterior noise levels, individual land uses are identified as "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." The City of Perris General Plan's Land Use/Noise Compatibility Guidelines, which are presented as General Plan Exhibit N-1, are designed to ensure noise compatibility of proposed land uses with the predicted future noise environment and illustrate the ranges of allowable exterior noise levels for various land uses based on the 2003 State of California General Plan Guidelines (Perris, City of 2005).

The City of Perris utilizes the CNEL scale as the criterion for assessing the compatibility of residential land uses with transportation related noise sources. For noise sensitive uses such as residential uses, the exterior noise level standard is 65 dBA CNEL and the interior noise standard is 45 dBA CNEL. Commercial uses are not considered noise sensitive uses and are evaluated with respect to the Noise/Land Use Compatibility Criteria that defines an ambient noise level ranging from 65 dBA CNEL to 75 dBA CNEL as conditionally acceptable (Perris, City of 2005).

#### 4.3.2 Basis for Determining Significance

The proposed Project would result in a significant impact to noise if the Project or any Project-related component would:

- 1. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- 2. Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- 3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- 4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 5. For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; or
- 6. For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

# ☐ Community Noise Assessment Criteria

While the CEQA Guidelines, City of Moreno Valley and City of Perris noise standards provide direction on noise compatibility and establish noise standards by land use type, they do not define the levels at which increases above the ambient noise levels are considered substantial. However, the

FHWA and Caltrans both identify changes in noise levels of greater than 3 dBA as "barely perceptible," while changes of 5 dBA are considered "readily perceptible" (Urban Crossroads, 2012d, p. 10).

In a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over years rather than the immediate comparison made in a laboratory situation. The level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people (Urban Crossroads, 2012d, p. 10). On this basis, and for the purposes of the proposed Project's noise analysis, a substantial increase in noise levels attributable to operations of the Project would occur:

- If ambient conditions are below applicable standards, and Project-generated noise at receptor land uses would result in:
  - An exceedance of the suggested land uses/noise compatibility guidelines for surface transportation sources presented in the long range plans of the City of Moreno Valley or City of Perris (mobile sources); or
  - o An exceedance of the exterior noise standards defined in the City of Moreno Valley Noise Ordinance (area/stationary sources);
- If ambient noise conditions exceed applicable Noise Ordinance Standards and Projectgenerated noise would create a "barely perceptible" 3 dBA or greater permanent increase in ambient exterior noise levels.
- If noise resulting from Project-related construction activities exceeds the City of Moreno Valley Noise Ordinance.

#### 4.3.3 IMPACT ANALYSIS

- Threshold 1: Would the proposed Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Threshold 3: Would the proposed Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- Threshold 4: Would the proposed Project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

#### A. Short-Term Construction Noise Impacts

Construction activities associated with the Project, especially those involving heavy equipment, would initially create short-term noise increases in the vicinity of the Project site, representing a short-term effect on ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers and portable generators can reach high levels. Project construction is expected to occur in six (6) stages: demolition, site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts.

Table 4.3-5, Demolition Construction Noise Levels1, shows that during the short-term demolition stage of construction, the exterior noise levels at a distance of 200 feet are estimated at 74.4 dBA Leq. Table 4.3-6, Site Preparation Noise Levels1, shows that during the short-term site preparation stage of construction, exterior noise levels at a distance of 200 feet are estimated at 87.1 dBA Leq. Noise level impacts associated with the grading work would result in construction related noise levels of 87.8 dBA Leq. at a distance of 200 feet as shown on Table 4.3-7, Grading Construction Noise Levels 1. Building construction activity would result in noise level impacts from heavy equipment that would be operational during the physical building construction. Table 4.3-8, Building Construction Noise Levels1, shows that during the short-tern building construction stage of construction, noise levels are estimated at 83.3 dBA Leq. at a distance of 200 feet. Paving activities include the movement of any remaining material as well as necessary curb and gutter work, road base material placement and blacktop. Table 4.3-9, Paving Construction Noise Levels1, shows that during the short-term paving stage of construction, noise levels at nearby noise sensitive uses are estimated at 80.9 dBA Leq. at a distance of 200 feet. Table 4.3-10, Architectural Coating Noise Levels 1, shows that during the short-term architectural coating stage of construction, noise levels at a distance of 200 feet are estimated at 74.0 dBA Leq.

The City of Moreno Valley Municipal Code does not specifically address construction noise; however, it does provide noise level limits for the source land use category when measured at a distance of 200 feet. Because the source land use is other than residential, the 65 dBA Leq. at a distance of 200 feet is used as the limit for this analysis to assess the Project construction noise level impacts. As shown in Table 4.3-5 through Table 4.3-10, the six (6) phases of construction related noise levels, the noise impacts associated with the proposed Project are expected to create temporary noise impacts at receptors surrounding the Project site when certain activities occur near the Project property line. Though construction noise is temporary, intermittent and of short duration, the Project's construction would create a significant noise impact because noise levels in excess of 65dBA Leq would occur beyond 200 feet of the property line.

## B. Long-Term Operational Noise Impacts

## ☐ Transportation-Related Noise Impacts

Generally, traffic noise impacts are analyzed both to ensure that a project would not adversely impact the acoustic environment of the surrounding community and also to ensure that a project site is not exposed to an unacceptable level of noise resulting from the ambient noise environment acting upon the property. The proposed Project would consist of a high cube industrial warehouse building and is not considered to be sensitive to noise exposure.

To assess the off-site long-term transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the First Inland Logistics II Traffic Impact Analysis (*Technical Appendix F* to this EIR). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Traffic noise contour boundaries are typically measured at distances of 100 feet from a roadway centerline. Noise contours were developed for four (4) scenarios: Existing Without Project, Existing With Project, Year (2017) Without Project, and Year (2017) With Project.

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60 and 55 dBA noise levels. The distance from the centerline of the roadway to the CNEL contour boundaries for roadways in the proposed Project's vicinity are presented in Table 4.3-4, Table 4.3-11, *Existing With Project Conditions Noise Contours*, Table 4.3-12, *Year 2017 Without Project Conditions Noise Contours*, and Table 4.3-13, *Year 2017 With Project Conditions Noise Contours*. Noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.

Table 4.3-14, Existing Off-Site Project Related Traffic Noise Impacts, presents a comparison of existing without and with Project conditions CNEL noise levels. Table 4.3-11 identifies that the unattenuated exterior noise levels range from 41.9 to 67.3 dBA CNEL at 100 feet from each roadway's centerline. As shown on Table 4.3-14, the Project would generate an unmitigated exterior noise level increase ranging from 0.0 dBA CNEL to 1.6 dBA CNEL. Based on the thresholds of significance, the proposed Project would have a less than significant off-site traffic noise level impact on the study area roadway segments for existing conditions.

Table 4.3-15, Year 2017 Off-Site Project Related Traffic Noise Impacts, presents a comparison of the Year 2017 without and with Project conditions CNEL noise levels. Table 4.3-12 identifies the unattenuated exterior noise levels range from 42.5 to 69.4 dBA CNEL at 100 feet from each roadway's centerline. As shown on Table 4.3-15 the Project would generate an unmitigated exterior noise level increase ranging from 0.0 dBA CNEL to 0.6 dBA CNEL. Based on the thresholds of significance, the proposed Project would have a less than significant off-site traffic noise level impact on the study area roadway segments for Year 2017 conditions.

In summary, long-term operation of the proposed Project would not cause a temporary or periodic noise impact associated with vehicular noise. Furthermore, applying the thresholds of significance, the Project would generate a less than significant off-site traffic noise level impact on the study area roadway segments; therefore, no mitigation is required.

## ■ Stationary Noise Impacts

The proposed Project would include a 400,130 square foot high cube industrial warehouse building. Stationary noise impacts associated with operation of the Project would include idling trucks, delivery truck activities, and roof-top air conditioning units. The projected noise levels used for analysis assume the worst-case noise environment with the idling trucks, delivery truck activities, and roof-top air conditioning units all operating simultaneously. In reality, these noise levels would vary throughout the day.

#### Loading Dock Activities

In order to evaluate the noise impacts associated with tractor trailer (truck) unloading/loading activities, reference noise level measurements were taken at a large commercial center located at the intersection of Goldenwest Street and Edinger Avenue in Huntington Beach, CA by Urban Crossroads, Inc. on April 14, 2011. The primary noises generated by tractor trailer unloading is the noise of the truck arriving, backing into the dock area, detaching the cab, attaching the cab to the empty trailer, and exiting the loading dock. The noise level was measured at 77.3 dBA Leq. at a distance of 20 feet from the tractor trailer (Urban Crossroads, 2012d, p. 30).

## Truck Pass-By

In order to evaluate the noise impacts associated with truck (tractor trailer) pass-bys, reference noise level measurements were taken at a large commercial center located at the intersection of Goldenwest Street and Edinger Avenue in Huntington Beach, CA by Urban Crossroads, Inc. on April 14, 2011. The measurement included the exiting of the tractor trailer. The noise level was measured at 69.5 dBA Leq. at a distance of 30 feet from the tractor trailer (Urban Crossroads, 2012d, p. 30).

#### Air Condenser Units

Rooftop mechanical ventilation units are proposed to be installed on the industrial building proposed within the Project site. To assess the mechanical ventilation system (packaged heat pump) noise impacts, typical outdoor sound power levels were provided by Trane (a manufacturer of HVAC systems). The noise ratings provided by Trane indicate that the packaged heat pumps of an air conditioning unit will produce noise levels ranging from 75 to 82 dBA when measured at a distance of three (3) feet (Urban Crossroads, 2012d, p. 30).

To predict the worst-case future noise environment, a continuous noise level of 73 dBA at 10 feet was used to represent the roof-top mechanical ventilation system. The type of air conditioning unit that would be used for the Project's buildings is designed to provide cooling during the peak summer daytime periods, so it is unlikely that all units would operate continuously throughout the noise sensitive nighttime periods. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition (Urban Crossroads, 2012d, p. 30).

## Project-Related Stationary Source Noise Impacts

Based upon the reference noise levels provided on Table 4.3-16, *Reference Noise Level Measurements1*, it is possible to estimate the stationary source noise levels from the proposed Project at a distance 200 feet from the property line, which allows for a comparison with the noise standards provided in the City of Moreno Valley Noise Ordinance. Noise level projections were calculated based on the Project's site plan (described in EIR Section 3.0) showing the spatial relationship between the potential on-site noise sources and the closest property line. Table 4.3-17, *Project Only Stationary Source Impact Noise Level Projections*, presents the unmitigated exterior noise levels associated with the proposed Project at a distance of 200 feet from the property line. As shown in Table 4.3-17, the unmitigated hourly noise levels are expected to range from 31.4 to 53.0 dBA Leq. The expected operational noise level impacts associated with the Project are below the daytime and nighttime exterior noise level standards for commercial uses of 65 dBA Leq. and 60 dBA Leq., respectively. Therefore, the Project would create a less than significant stationary source noise level impact.

# Threshold 2: Would the proposed Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

The Project would not generate groundborne vibration, except for the potential for vibration to occur during the construction phase from the use of large construction equipment. According to the *Transportation and Construction-Induced Vibration Guidance Manual* prepared for Caltrans, ground-borne vibration from construction activities and equipment such as D-8 and D-9 Caterpillars

bulldozers, earthmovers, and haul trucks at distances of 10 feet do not create vibration amplitudes that cause structural damage to nearby structures. The proposed Project is not expected to employ any pile driving or rock blasting equipment during construction activities, and because the nearest receivers are located over 50 feet from the nearest point of construction activities, impacts from groundborne vibration during near-term construction would be less than significant (Urban Crossroads, 2012d, pp. 40-42)

Long-term operational activities at the proposed Project site will not include nor require equipment, facilities, or activities that would result in perceptible groundborne vibrations, thus long-term operation of the Projection would create no groundborne impacts.

Threshold 5: For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed Project expose people residing or working in the project area to excessive noise levels?

Threshold 6: For a project within the vicinity of a private airstrip, would the proposed Project expose people residing or working in the project area to excessive noise levels?

The Project site is located approximately 0.9-mile east of March Air Reserve Base. According to the Air Installation Compatible Use Zone Study for March Air Reserve Base (Department of the Air Force, 2005), and as presented in Figure 4.3-4, March Reserve Air Base Noise Contours, the Project site is located outside of the 60 dBA CNEL noise contour. According to the California Division of Aeronautics Noise Standards (California Code of Regulations, Title 21, Section 5000 et. seq.), a noise level of 65 dBA CNEL is considered the "...level of noise acceptable to a reasonable person residing in the vicinity of an airport." Residential land uses are considered more sensitive to noise than the logistics center/warehouse distribution uses proposed by the Project. Aircraft operations would not, therefore, expose people on the Project site to noise levels in excess of 65 dBA CNEL and impacts would be less than significant.

Although the Project site is located near the March Air Reserve Base, this airfield is not a private airfield and there are no other private airfields or airstrips in the vicinity of the Project site. In addition, a private airstrip is not proposed as part of the Project. Therefore, the proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip or helipad; no impacts would result from excessive noise generated by a private airstrip. There would be no impact.

#### 4.3.4 CUMULATIVE IMPACT ANALYSIS

□ Substantial Noise Increase or Violations (Thresholds 1, 3, and 4)

## A. Near-Term Cumulative Construction-Related Noise Impacts

During Project construction, noise levels produced by construction equipment would exceed the City of Moreno Valley's Noise Ordinance. The peak noise level anticipated during construction activities would occur during mass grading of the site, which would result in Project-related noise levels of 87.8 dBA Leq at a distance of 200 feet from the noise source, whereas the Noise Ordinance specifies 65 dBA Leq at a distance of 200 feet. Sensitive noise receptors located between the Project site boundary and approximately 2,774 feet from boundary would experience noise levels during daytime

hours above 65 dBA Leq at some point during construction activities, assuming a clear line-of-site condition. It is not possible to construct the Project and impose any feasible mitigation measures to reduce construction noise to below 65 dBA Leq at a distance of 200 feet from the property boundary.

As indicated previously in EIR Subsection 2.3, some of the properties located in the immediate vicinity of the Project site are vacant or contain non-conforming uses and are anticipated to develop with industrial and warehouse uses consistent with their General Plan land use and zoning designations. In the event that construction activities occur on any properties surrounding the site simultaneous with Project-related construction activities, and that also contribute construction noise to sensitive receptors within 2,774 feet of the Project boundary, a cumulative impact would occur and the Project's construction-related noise contribution to the overall noise level would be cumulatively considerable. Such noise level increases would represent a cumulatively considerable substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Because construction noise would be temporary in nature, Project construction activities would not result in a cumulatively considerable substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

# B. Long-Term Cumulative Operational Noise Impacts

Table 4.3-15, Year 2017 Off-Site Project Related Traffic Noise Impacts, presents a comparison of the Year 2017 without and with Project conditions CNEL noise levels along roadway segments in the Project's study area. Table 4.3-12 identifies that un-attenuated exterior noise levels range from 42.5 to 69.4 dBA CNEL at 100 feet from each roadway's centerline. Noise levels at 100 feet without the Project that exceed 65 dBA CNEL (the standard for noise-sensitive uses) would occur on Harley Knox Boulevard from west of I-215 to west of Indian Street, on Indian Street between Nandina Avenue and Harley Knox Boulevard, and on Perris Boulevard between San Michelle Road and Nandina Avenue. Along Harley Knox Boulevard, the Project's contribution is 0.1 dBA CNEL. Along Indian Street the Project's contribution is 0.2 dBA CNEL. And, along Perris Boulevard the Project's contribution is 0.0 dBA CNEL. Because there are no sensitive noise receptors located or planned to be located along these road segments and because the Project's noise contribution is well below a level perceptible to the human ear, noise impacts would be less than cumulatively significant and the Project's contribution would be less than cumulatively considerable.

## C. Stationary Noise Impacts (Cumulative Conditions)

As indicated previously in Table 4.3-17, *Project Only Stationary Source Impact Noise Level Projections*, noise levels associated with operation of the proposed Project at a distance of 200 feet from the property line is expected to be 54.2 dBA Leq, without attenuation. Walls proposed around the Project's perimeter would attenuate most of this operational noise. The expected operational noise level impacts associated with the Project are below the daytime and nighttime exterior noise level standard of 65 dBA Leq. and 60 dBA Leq., respectively even without the presence of perimeter walls. Therefore, the Project would create a less than significant stationary source noise level impact.

Existing and planned land uses surrounding the Project are similar in operational character to the warehouse building proposed by the Project. The long-term operation of adjacent uses would be expected to produce operational noise levels that are similar to those of the proposed Project (i.e., 48.5 dBA at 200 feet). Due to the internal mechanism of the human ear and how it receives and processes noise, when two sound sources of equal intensity or power are measured together, their

combined effect (intensity level) is 3 dBA higher than the level of either separately. Thus, two noise sources that individually produce 52 dBA will measure 55dBA when the noise sources are combined (absent any other sound alerting factor). Therefore, long-term operation of the proposed Project would not result in the exposure of sensitive receptors to cumulative noise levels in excess of the City's Noise Ordinance standards. Long-term operation of the proposed Project also would not result in a substantial cumulative increase in ambient noise levels. Furthermore, there are no components of the Project's long-term operational characteristics that could produce substantial amounts of temporary or periodic ambient noise levels that could impact nearby sensitive receptors. Accordingly, non-transportation related impacts due to long-term operation of the proposed Project under cumulative conditions would have a less than significant cumulative impact and the Project's contribution would be less than cumulatively considerable.

# □ Vibration Impacts (Threshold 2)

There are no existing or projected sources of groundborne vibration immediately surrounding the Project site. Additionally, the types of construction equipment that would be used to build the proposed Project would not create vibration amplitudes that cause structural damage to nearby structures or that generate excessive groundborne vibration or groundborne noise levels. Accordingly, there would be no cumulative groundborne vibration impact during Project construction and the Project's contribution to vibration, if any, would be less than cumulatively considerable. Under long-term operating conditions, the Project would not involve the use of equipment, facilities, or activities that would result in perceptible groundborne vibration. There would be no significant cumulative impact and the Project would have no potential to contribute to a long-term groundborne noise or vibration impact.

# Public and Private Airport-Related Noise Levels (Thresholds 5 and 6)

The proposed Project does not involve the construction or operation of any public airports or public use airports. Airport-related noise levels from the March ARB affecting the Project site are not considered excessive; as such, nearby airport operations would not expose future on-site workers to excessive noise levels. There are no conditions associated with the proposed Project that could result in contributing to airport noise or exposure of additional people to unacceptable levels of airport noise. Accordingly, the Project would have no potential to cumulatively contribute to impacts associated with noise from a public airport or public use airport. Additionally, there are no private airfields or airstrips in the vicinity of the proposed Project site, and the Project would not involve the construction or operation of such facilities. Therefore, implementation of the proposed Project would not expose people residing or working in the Project area to cumulatively excessive noise levels associated with private airstrips, and has no potential to cumulatively contribute to impacts associated with noise from a private airstrip.

#### 4.3.5 APPLICABLE PROJECT REQUIREMENTS

The following is a requirement to which the Project would be required to adhere. Compliance with this requirement was assumed throughout the above noise analysis.

PR 4.3-1 The Project will comply with the City of Moreno Valley Noise Ordinance (Moreno Valley Municipal Code Chapter 11.80).

#### 4.3.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds 1, 3, and 4: Significant Direct and Cumulative Impact (Near-Term). During Project construction, noise levels beyond 200 feet from the property boundary would exceed levels specified in the City of Moreno Valley Noise Ordinance. Existing sensitive receptors (residential) located within 2,774 feet of the Project boundary with a clear line of site to the construction activity would experience noise levels above 65 dBA leq at some point during the construction process. Additionally, in the event that Project construction activities occur simultaneously with other construction activities that affect the same sensitive receptors, cumulative construction-related noise would also be significant.

Under long-term operating conditions, the Project would not generate traffic-related or stationary noise levels above the standards given in the City of Moreno Valley Noise Ordinance or in any adjacent jurisdiction's General Plan. Long-term impacts would be less than significant.

<u>Threshold 2: Less than Significant Impact.</u> Near-term construction activities and long-term operation of the proposed Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.

<u>Threshold 5: Less than Significant Impact.</u> The Project would not expose people to excessive noise levels associated with the operation of an airport.

<u>Threshold 6: No Impact.</u> There are no private airstrips in the vicinity of the Project site; as such, the Project has no potential to expose people residing or working in the area to excessive noise levels associated with operation of a private airstrip.

#### 4.3.7 MITIGATION MEASURES

- MM 4.3-1 Prior to grading or building permit issuance, the City shall review grading and building plans to ensure that the following notes are included. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.
  - a) All construction activities, including but not limited to haul truck deliveries, shall be limited to between the hours of 7:00 a.m. and 8:00 p.m.
  - Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
  - c) All stationary construction equipment and equipment staging areas shall be placed as close as possible to the center of the western property line.
  - d) All haul truck deliveries shall use City-approved haul routes. Should alternate routes be necessary, haul trucks shall not use roadways that pass noise-sensitive land uses or residential dwellings unless approved by the City of Moreno Valley.





MM 4.3-2 As a condition of the Project's building permit, the perimeter wall planned along San Michelle Road and at the corner of San Michelle Road and Perris Boulevard shall be installed early in the construction process.

#### 4.3.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

<u>Thresholds 1, 3, and 4: Significant Direct and Cumulative Impact (Near-Term)</u>. Project construction activities would expose off-site properties within 2,274 feet of the Project boundary with direct lines of site to construction activities to daytime noise levels exceeding 65 dBA leq. Mitigation Measures MM 4.3-1 and MM 4.3-2 require construction practices that would minimize noise levels to sensitive receptors, but not to below a level of significance on either a direct or cumulative basis. Additional feasible mitigation measures are not available to further reduce Project-related construction noise levels, resulting in a significant and unavoidable short-term impact.

Table 4.3-1 Off –Site Road Parameters

ID	Roadway	Segment	Roadway Section <sup>1</sup>	Vehicle Speed (MPH)
1	Harley Knox Boulevard	West of I-215 Freeway	4D	55
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	4D	55
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	4U	45
4	Harley Knox Boulevard	East of Western Way	4U	45
5	Harley Knox Boulevard	West of Patterson Avenue	4U	45
6	Harley Knox Boulevard	East of Patterson Avenue	2D	45
7	Harley Knox Boulevard	West of Indian Street	4D	55
8	Harley Knox Boulevard	East of Indian Street	4D	55
9	Western Way	North of Harley Knox Boulevard	2U	40
10	Patterson Avenue	North of Harley Knox Boulevard	2U	40
11	Patterson Avenue	South of Harley Knox Boulevard	2U	40
12	Indian Street	North of Nandina Avenue	2D	45
13	Indian Street	South of Nandina Avenue	4D	55
14	Indian Street	North of Harley Knox Boulevard	4D	55
15	Indian Street	South of Harley Knox Boulevard	4D	55
16	Knox Street	North of Nandina Avenue	2D	45
18	Perris Boulevard	South of San Michele Road	4D	55
19	Perris Boulevard	North of Nandina Avenue	4D	55
20	Perris Boulevard	South of Nandina Avenue	4D	55
21	San Michele Road	West of Driveway 1	2D	45
22	San Michele Road	Driveway 1 to Driveway 3	2D	45
23	San Michele Road	Driveway 3 to Perris Boulevard	2D	45
24	Nandina Avenue	West of Indian Street	2U	40
25	Nandina Avenue	Indian Street to Knox Street	2D	45
26	Nandina Avenue	Knox Street to Driveway 2	2D	45
27	Nandina Avenue	Driveway 2 to Driveway 4	2U	40
28	Nandina Avenue	Driveway 4 to Perris Boulevard	2U	40

<sup>&</sup>lt;sup>1</sup> Source: First Inland Logistics II Traffic Impact Analysis by Urban Crossroads, Inc. in October 2012.

Table 4.3-2 Hourly Traffic Flow Distribution<sup>1</sup>

Motor-Vehicle Type	Daytime (7 am to 7 pm)	Evening (7 pm to 10 pm)	Night (10 pm to 7 am)	Total % Traffic Flow
City Roadways				
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%

<sup>&</sup>lt;sup>1</sup> Typical Southern California Vehicle Mix.

 Table 4.3-3
 Long-Term (Ambient) Noise Level Measurements

Observer			Hourly Noise L	evel (Leq dBA) <sup>2</sup>	
Location <sup>1</sup>	Date	Description	Daytime (7am to 10pm)	Nighttime (10pm to 7am)	CNEL
L1	10/25/2012	Located approximately 85 feet east of Perris Boulevard and 165 feet north of Rivard Road. Near the residential tract to the north.	63.0	58.8	67.3
L2	10/25/2012	Located next to a house roughly 100 feet north of the project boundary along San Michele Road and 660 feet west of Perris Boulevard.	55.9	53.5	61.7
L3	10/25/2012	Located approximately 140 feet east of the project boundary on the southeast corner of Perris Boulevard and Modular Way.	62.3	58.8	66.9
L4	10/25/2012	Located near a house approximately 100 feet south of the project boundary along Nandina Avenue and 760 feet west of Perris Boulevard.	56.1	53.6	61.4
L5	10/25/2012	Located on the east project driveway 140 feet west of Perris Boulevard and 325 feet south of Modular Way.	58.4	54.2	62.6

<sup>&</sup>lt;sup>1</sup> See Exhibit 4-A for the noise measurement locations.

<sup>&</sup>lt;sup>2</sup> Energy (logarithmic) average hourly noise levels. The long-term noise level measurements printouts are included in Appendix 4.1.

 Table 4.3-4
 Existing Without Project Conditions Noise Contours

			CNEL at	Dis	stance to C	Contour (Fe	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway	63.2	RW	76	164	353
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	64.6	RW	94	202	436
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	63.8	RW	83	178	384
4	Harley Knox Boulevard	East of Western Way	63.5	RW	80	172	370
5	Harley Knox Boulevard	West of Patterson Avenue	63.5	RW	80	171	369
6	Harley Knox Boulevard	East of Patterson Avenue	63.2	RW	76	163	351
7	Harley Knox Boulevard	West of Indian Street	64.9	RW	98	212	457
8	Harley Knox Boulevard	East of Indian Street	61.9	RW	62	134	290
9	Western Way	North of Harley Knox Boulevard	51.5	RW	RW	RW	58
10	Patterson Avenue	North of Harley Knox Boulevard	41.9	RW	RW	RW	RW
11	Patterson Avenue	South of Harley Knox Boulevard	51.6	RW	RW	RW	59
12	Indian Street	North of Nandina Avenue	57.6	RW	RW	70	150
13	Indian Street	South of Nandina Avenue	62.2	RW	65	139	300
14	Indian Street	North of Harley Knox Boulevard	63.0	RW	74	160	344
15	Indian Street	South of Harley Knox Boulevard	55.8	RW	RW	RW	113
16	Knox Street	North of Nandina Avenue	47.1	RW	RW	RW	RW
18	Perris Boulevard	South of San Michele Road	66.5	59	127	273	588
19	Perris Boulevard	North of Nandina Avenue	67.3	66	141	304	656
20	Perris Boulevard	South of Nandina Avenue	67.3	66	141	304	656
21	San Michele Road	West of Driveway 1	57.4	RW	RW	67	144
22	San Michele Road	Driveway 1 to Driveway 3	57.4	RW	RW	67	144
23	San Michele Road	Driveway 3 to Perris Boulevard	57.4	RW	RW	67	144
24	Nandina Avenue	West of Indian Street	51.6	RW	RW	RW	59
25	Nandina Avenue	Indian Street to Knox Street	55.7	RW	RW	RW	111
26	Nandina Avenue	Knox Street to Driveway 2	54.1	RW	RW	RW	86
27	Nandina Avenue	Driveway 2 to Driveway 4	51.0	RW	RW	RW	RW
28	Nandina Avenue	Driveway 4 to Perris Boulevard	51.0	RW	RW	RW	RW

<sup>&</sup>lt;sup>1</sup> "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 4.3-5 Demolition Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Concrete/Industrial Saw	1	20%	1.6	90.0	71.0
Rubber Tired Dozers	2	40%	3.2	79.0	66.0
Excavators	3	40%	3.2	81.0	69.8
Crushing/Processing	1	15%	1.2	83.0	62.7
Cumulative Hourly Noise Levels 200 Feet (Leq dBA)					74.4
Distance to 65 dBA Leq Contour (Feet)					593

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

 $<sup>^{\</sup>rm 3}\,$  Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

Table 4.3-6 Site Preparation Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Hours Of Factor <sup>2</sup> Operation <sup>3</sup> Reference Noise Level @ 50 Feet (Lmax dBA)		Cumulative Level @ 200 Feet (dBA)		
Water Trucks	3	40%	3.2	78.0	78.8	
Scrapers	2	40%	3.2	85.0	84.0	
Graders	1	40%	3.2	85.0	81.0	
Rubber Tired Dozers	1	40%	3.2	79.0	63.0	
Tractors/Loaders/Backhoes	2	40%	3.2	78.0	77.0	
Cumulative Hourly Noise Levels 200 Feet (Leq dB				els 200 Feet (Leq dBA)	87.1	
		Dis	stance to 65 d	2,534		

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

Table 4.3-7 Grading Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Water Trucks	3	40%	3.2	78.0	78.8
Scrapers	2	40%	3.2	85.0	84.0
Graders	1	40%	3.2	85.0	81.0
Rubber Tired Dozers	1	40%	3.2	79.0	63.0
Excavator	2	40%	3.2	81.0	80.0
Tractors/Loaders/Backhoes	2	40%	3.2	78.0	77.0
	Cum	ulative Hou	rly Noise Leve	87.8	
Distance to 65 dBA Leq Contour (Fo					2,774

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

Table 4.3-8 Building Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>			Cumulative Level @ 200 Feet (dBA)
Tractors/Loaders/Backhoes	3	40%	3.2	78.0	78.8
Forklifts	3	20%	1.6	75.0	72.8
Cranes	2	16%	1.3	81.0	76.1
Generator Sets	1	50%	4.0	81.0	78.0
Welders	1	40%	3.2	74.0	70.0
	ulative Hou	rly Noise Leve	83.2		
Distance to 65 dBA Leq Contour (Feet)					1,622

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

Table 4.3-9 Paving Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Pavers	2	50%	4.0	77.0	77.0
Paving Equipment	2	40%	3.2	76.0	75.0
Rollers	2	2 20% 1.6 80.0		76.0	
Cumulative Hourly Noise Levels 200 Feet (Leq dB					80.9
	1,242				

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

Table 4.3-10 Architectural Coating Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Air Compressors	1	40% 3.2 78.0		74.0	
	Cum	ulative Hou	rly Noise Leve	els 200 Feet (Leq dBA)	74.0
		Di	stance to 65 d	IBA Leq Contour (Feet)	565

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.



 Table 4.3-11
 Existing With Project Conditions Noise Contours

			CNEL at	Dis	stance to C	Contour (Fe	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway	63.2	RW	76	164	353
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	64.8	RW	97	209	450
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	64.0	RW	86	185	399
4	Harley Knox Boulevard	East of Western Way	63.8	RW	83	179	386
5	Harley Knox Boulevard	West of Patterson Avenue	63.8	RW	83	179	385
6	Harley Knox Boulevard	East of Patterson Avenue	63.5	RW	79	170	367
7	Harley Knox Boulevard	West of Indian Street	65.2	RW	104	223	480
8	Harley Knox Boulevard	East of Indian Street	61.9	RW	62	134	290
9	Western Way	North of Harley Knox Boulevard	51.5	RW	RW	RW	58
10	Patterson Avenue	North of Harley Knox Boulevard	41.9	RW	RW	RW	RW
11	Patterson Avenue	South of Harley Knox Boulevard	51.7	RW	RW	RW	60
12	Indian Street	North of Nandina Avenue	58.0	RW	RW	73	157
13	Indian Street	South of Nandina Avenue	62.8	RW	71	153	331
14	Indian Street	North of Harley Knox Boulevard	63.6	RW	80	173	373
15	Indian Street	South of Harley Knox Boulevard	56.0	RW	RW	RW	116
16	Knox Street	North of Nandina Avenue	47.1	RW	RW	RW	RW
18	Perris Boulevard	South of San Michele Road	66.6	59	127	274	589
19	Perris Boulevard	North of Nandina Avenue	67.2	65	140	302	651
20	Perris Boulevard	South of Nandina Avenue	67.3	66	141	305	656
21	San Michele Road	West of Driveway 1	57.9	RW	RW	72	156
22	San Michele Road	Driveway 1 to Driveway 3	57.4	RW	RW	66	142
23	San Michele Road	Driveway 3 to Perris Boulevard	57.4	RW	RW	67	145
24	Nandina Avenue	West of Indian Street	51.6	RW	RW	RW	59
25	Nandina Avenue	Indian Street to Knox Street	56.8	RW	RW	61	132
26	Nandina Avenue	Knox Street to Driveway 2	55.6	RW	RW	RW	110
27	Nandina Avenue	Driveway 2 to Driveway 4	51.0	RW	RW	RW	RW
28	Nandina Avenue	Driveway 4 to Perris Boulevard	51.2	RW	RW	RW	56

<sup>&</sup>lt;sup>1</sup> "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 4.3-12 Year 2017 Without Project Conditions Noise Contours

			CNEL at	Dis	stance to C	Contour (Fe	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway	65.5	RW	108	232	499
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	68.2	76	163	351	757
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	67.6	70	150	323	695
4	Harley Knox Boulevard	East of Western Way	67.5	68	147	317	684
5	Harley Knox Boulevard	West of Patterson Avenue	67.5	68	147	317	683
6	Harley Knox Boulevard	East of Patterson Avenue	67.4	67	144	309	666
7	Harley Knox Boulevard	West of Indian Street	69.4	91	196	423	911
8	Harley Knox Boulevard	East of Indian Street	64.6	RW	94	202	436
9	Western Way	North of Harley Knox Boulevard	51.9	RW	RW	RW	62
10	Patterson Avenue	North of Harley Knox Boulevard	42.5	RW	RW	RW	RW
11	Patterson Avenue	South of Harley Knox Boulevard	52.4	RW	RW	RW	67
12	Indian Street	North of Nandina Avenue	63.7	RW	82	177	381
13	Indian Street	South of Nandina Avenue	67.5	68	146	314	676
14	Indian Street	North of Harley Knox Boulevard	67.7	71	152	328	706
15	Indian Street	South of Harley Knox Boulevard	61.5	RW	58	125	270
16	Knox Street	North of Nandina Avenue	51.2	RW	RW	RW	56
18	Perris Boulevard	South of San Michele Road	68.5	80	172	371	800
19	Perris Boulevard	North of Nandina Avenue	69.0	86	185	399	859
20	Perris Boulevard	South of Nandina Avenue	68.9	85	182	392	845
21	San Michele Road	West of Driveway 1	59.6	RW	RW	94	202
22	San Michele Road	Driveway 1 to Driveway 3	59.4	RW	RW	91	196
23	San Michele Road	Driveway 3 to Perris Boulevard	59.4	RW	RW	91	197
24	Nandina Avenue	West of Indian Street	58.6	RW	RW	81	174
25	Nandina Avenue	Indian Street to Knox Street	59.5	RW	RW	92	199
26	Nandina Avenue	Knox Street to Driveway 2	58.4	RW	RW	78	168
27	Nandina Avenue	Driveway 2 to Driveway 4	56.1	RW	RW	55	118
28	Nandina Avenue	Driveway 4 to Perris Boulevard	56.1	RW	RW	55	119

<sup>&</sup>lt;sup>1</sup> "RW" = Location of the respective noise contour falls within the right-of-way of the road

 Table 4.3-13
 Year 2017 With Project Conditions Noise Contours

		Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
ID	Road			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway 65.5 RW 108					499
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	68.3	77	165	356	768
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	67.7	71	152	328	707
4	Harley Knox Boulevard	East of Western Way	67.6	70	150	323	696
5	Harley Knox Boulevard	West of Patterson Avenue	67.6	69	150	323	695
6	Harley Knox Boulevard	East of Patterson Avenue	67.5	68	146	315	678
7	Harley Knox Boulevard	West of Indian Street	69.5	93	200	431	928
8	Harley Knox Boulevard	East of Indian Street	64.6	RW	94	202	436
9	Western Way	North of Harley Knox Boulevard	51.9	RW	RW	RW	62
10	Patterson Avenue	North of Harley Knox Boulevard 42.5 RW R		RW	RW	RW	
11	Patterson Avenue	South of Harley Knox Boulevard 52.4		RW	RW	RW	67
12	Indian Street	North of Nandina Avenue	63.8	RW	83	179	385
13	Indian Street	South of Nandina Avenue	67.6	70	150	324	697
14	Indian Street	North of Harley Knox Boulevard 67		73	157	337	727
15	Indian Street	South of Harley Knox Boulevard 61.5 RW		59	126	272	
16	Knox Street	North of Nandina Avenue	51.2	RW	RW	RW	56
18	Perris Boulevard	South of San Michele Road	Road 68.6 80 173		173	372	801
19	Perris Boulevard	North of Nandina Avenue	69.0	86	185	399	860
20	Perris Boulevard	South of Nandina Avenue	68.9	85	182	393	846
21	San Michele Road	West of Driveway 1	59.8	RW	RW	97	208
22	San Michele Road	Driveway 1 to Driveway 3	59.4	RW	RW	91	196
23	San Michele Road	Driveway 3 to Perris Boulevard	59.5 RW RW		92	198	
24	Nandina Avenue	West of Indian Street 58.6 RW		RW	81	174	
25	Nandina Avenue	Indian Street to Knox Street 60.0 RW		RW	100	215	
26	Nandina Avenue	Knox Street to Driveway 2	59.0	RW	RW	86	185
27	Nandina Avenue	Driveway 2 to Driveway 4	56.1	RW	RW	55	119
28	Nandina Avenue	Driveway 4 to Perris Boulevard	56.2	RW	RW	56	120

 $<sup>^{\</sup>mbox{\scriptsize 1}}$  "RW" =  $\,$  Location of the respective noise contour falls within the right-of-way of the road

Table 4.3-14 Existing Off-Site Project Related Traffic Noise Impacts

			CNEL at 100 Feet (dBA)			Potential
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact? <sup>1</sup>
1	Harley Knox Boulevard	West of I-215 Freeway	63.2	63.2	0.0	No
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	64.6	64.8	0.2	No
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	63.8	64.0	0.3	No
4	Harley Knox Boulevard	East of Western Way	63.5	63.8	0.3	No
5	Harley Knox Boulevard	West of Patterson Avenue	63.5	63.8	0.3	No
6	Harley Knox Boulevard	East of Patterson Avenue	63.2	63.5	0.3	No
7	Harley Knox Boulevard	West of Indian Street	64.9	65.2	0.3	No
8	Harley Knox Boulevard	East of Indian Street	61.9	61.9	0.0	No
9	Western Way	North of Harley Knox Boulevard	51.5	51.5	0.0	No
10	Patterson Avenue	North of Harley Knox Boulevard 41.9 41.9		0.0	No	
11	Patterson Avenue	South of Harley Knox Boulevard	51.6	51.7	0.0	No
12	Indian Street	North of Nandina Avenue	57.6	58.0	0.3	No
13	Indian Street	South of Nandina Avenue	62.2	62.8	0.6	No
14	Indian Street	North of Harley Knox Boulevard	63.0	63.6	0.5	No
15	Indian Street	South of Harley Knox Boulevard	55.8	56.0	0.2	No
16	Knox Street	North of Nandina Avenue	47.1	47.1	0.0	No
18	Perris Boulevard	South of San Michele Road	66.5	66.6	0.0	No
19	Perris Boulevard	North of Nandina Avenue	67.3	67.2	0.0	No
20	Perris Boulevard	South of Nandina Avenue	67.3	67.3	0.0	No
21	San Michele Road	West of Driveway 1	57.4	57.9	0.5	No
22	San Michele Road	Driveway 1 to Driveway 3	57.4	57.4	0.0	No
23	San Michele Road	Driveway 3 to Perris Boulevard	57.4	57.4	0.1	No
24	Nandina Avenue	West of Indian Street	51.6	51.6	0.0	No
25	Nandina Avenue	Indian Street to Knox Street	55.7	56.8	1.1	No
26	Nandina Avenue	Knox Street to Driveway 2	54.1	55.6	1.6	No
27	Nandina Avenue	Driveway 2 to Driveway 4	51.0	51.0	0.0	No
28	Nandina Avenue	Driveway 4 to Perris Boulevard	51.0	51.2	0.3	No

<sup>1</sup> A significant impact occurs when the noise level exceeds 65 dBA CNEL and the project generates a noise level increase of greater than 3.0 dBA.

Table 4.3-15 Year 2017 Off-Site Project Related Traffic Noise Impacts

		Segment	CNEL	Potential		
ID	Road		No Project	With Project	Project Addition	Significant Impact? <sup>1</sup>
1	Harley Knox Boulevard	West of I-215 Freeway	65.5	65.5	0.0	No
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	68.2	68.3	0.1	No
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	67.6	67.7	0.1	No
4	Harley Knox Boulevard	East of Western Way	67.5	67.6	0.1	No
5	Harley Knox Boulevard	West of Patterson Avenue	67.5	67.6	0.1	No
6	Harley Knox Boulevard	East of Patterson Avenue	67.4	67.5	0.1	No
7	Harley Knox Boulevard	West of Indian Street	69.4	69.5	0.1	No
8	Harley Knox Boulevard	East of Indian Street	64.6	64.6	0.0	No
9	Western Way	North of Harley Knox Boulevard	51.9	51.9	0.0	No
10	Patterson Avenue	North of Harley Knox Boulevard 42.5 42.5		0.0	No	
11	Patterson Avenue	South of Harley Knox Boulevard	52.4	52.4	0.0	No
12	Indian Street	North of Nandina Avenue	63.7	63.8	0.1	No
13	Indian Street	South of Nandina Avenue	67.5	67.6	0.2	No
14	Indian Street	North of Harley Knox Boulevard	67.7	67.9	0.2	No
15	Indian Street	South of Harley Knox Boulevard	61.5	61.5	0.0	No
16	Knox Street	North of Nandina Avenue	51.2	51.2	0.0	No
18	Perris Boulevard	South of San Michele Road	68.5	68.6	0.0	No
19	Perris Boulevard	North of Nandina Avenue	69.0	69.0	0.0	No
20	Perris Boulevard	South of Nandina Avenue	68.9	68.9	0.0	No
21	San Michele Road	West of Driveway 1	59.6	59.8	0.2	No
22	San Michele Road	Driveway 1 to Driveway 3	59.4	59.4	0.0	No
23	San Michele Road	Driveway 3 to Perris Boulevard	59.4	59.5	0.0	No
24	Nandina Avenue	West of Indian Street	58.6	58.6	0.0	No
25	Nandina Avenue	Indian Street to Knox Street	59.5	60.0	0.5	No
26	Nandina Avenue	Knox Street to Driveway 2	58.4	59.0	0.6	No
27	Nandina Avenue	Driveway 2 to Driveway 4	56.1	56.1	0.0	No
28	Nandina Avenue	Driveway 4 to Perris Boulevard	56.1	56.2	0.1	No

<sup>&</sup>lt;sup>1</sup> A significant impact occurs when the noise level exceeds 65 dBA CNEL and the project generates a noise level increase of greater than 3.0 dBA.

Table 4.3-16 Reference Noise Level Measurements<sup>1</sup>

Noise Source	Duration (mm:ss) <sup>4</sup>	Distance From Source (Feet)	Noise Source Height (Feet)	Drop-Off Rate <sup>5</sup> (Leq dBA)	Noise Level (Leq dBA)
Loading Dock Activities <sup>1</sup>	1:00	20.0	8.0	6.0	77.3
Truck Pass-By <sup>2</sup>	1:00	30.0	8.0	6.0	69.5
Air Condenser Units <sup>3</sup>	-	10.0	5.0	6.0	73.0

<sup>&</sup>lt;sup>1</sup> As measured by Urban Crossroads, Inc. on 4/14/11.

**Table 4.3-17** Project Only Stationary Source Impact Noise Level Projections

Noise Source	Reference Noise Level Distance (Feet)	Reference Noise Level (dBA)	Distance From Source To Property Line (Feet)	Source Noise Level At Property Line (dBA)	Reference Noise Level At 200 Feet From Property Line
Loading Dock Activities	20'	77.3	60.0	67.8	47.8
Truck Pass-By	30'	69.5	30.0	69.5	53.0
Air Condenser Units	10'	73.0	60.0	57.4	31.4
0	54.2				

<sup>&</sup>lt;sup>2</sup> As measured by Urban Crossroads, Inc. on 4/14/11.

<sup>&</sup>lt;sup>3</sup> Data provided by the Krack Technical Bulletin: 0607\_469 Rev 0509

<sup>&</sup>lt;sup>4</sup> Noise measurement duration is consistent will approximate time for each event to occur.

<sup>&</sup>lt;sup>5</sup> Noise level (dBA) drop-off rate per doubling of distance.



Source: RCTLMA (2012), Google Earth (2012)

Figure 4.3-1



Off-Site Noise Sensitive Receptors



COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140		
NEAR JET ENGINE		130	INTOLERABLE OR	
		120	DEAFENING	HEARING LOSS
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100		
GAS LAWN MOWER AT 1m (3 ft)		90	VERY NOISY	
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	VERTICOST	
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	SPEECH INTERFERENCE
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	1000	
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		DISTURBANCE
QUIET SUBURBAN NIGHTTIME	LIBRARY	30		
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	FAINT	
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	NO EFFECT
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	VERT PAINT	

 $SOURCE: \ NOISE \ TECHNICAL \ SUPPLEMENT \ BY \ CALTRANS$ 

Source: Urban Crossroads (10-31-12)



FIGURE 4.3-2



# **LEGEND:**

(L5) = LONG-TERM, 24-HOUR, NOISE MEASUREMENT LOCATION

Source: Urban Crossroads (10-31-12)



FIGURE 4.3-3 Noise Measurement Locations

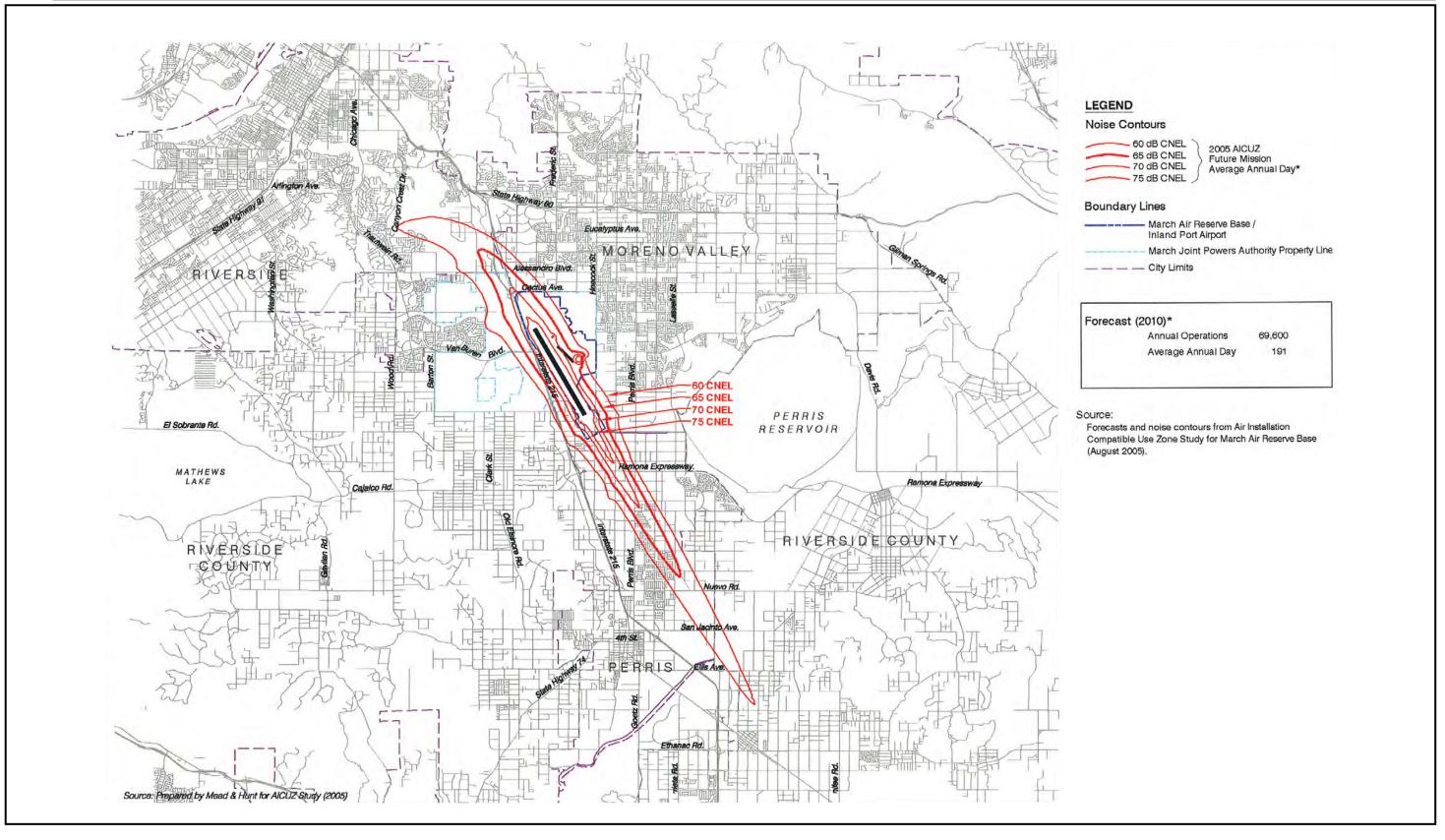




FIGURE 4.3-4
March Reserve Air Base Noise Contours



# 4.4 TRANSPORTATION/TRAFFIC

The following analysis is based on a technical traffic study prepared by Urban Crossroads, Inc., titled "First Inland Logistics II Traffic Impact Analysis, City of Moreno Valley, California" and dated January 3, 2013 (*Technical Appendix F*). The report considers potential traffic impacts associated with construction and operation of the proposed Project and recommends improvements to mitigate impacts considered significant in comparison to stated thresholds. The traffic study was prepared in accordance with the City of Moreno Valley Transportation Engineering Division's *Traffic Impact Analysis Preparation Guide* (dated August 2007).

#### 4.4.1 STUDY AREA DESCRIPTION

The study area for purposes of determining traffic impacts, as shown on Figure 4.4-1, *Project Study* Area/Intersection Locations, is defined in conformance with the requirements of the City of Moreno Valley's Traffic Impact Analysis (TIA) Preparation Guide. Based on these guidelines, the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed Project would add 50 or more peak hour trips. The "50 peak hour trip" criteria utilized by the City of Moreno Valley is consistent with the methodology employed by other jurisdictions throughout Riverside County and generally represents a threshold of trips at which a typical intersection would have the potential to be impacted. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a valid and proven way to establish a study area (Urban Crossroads, 2013, p. 4). Intersections and connecting roadway segments that would not receive more than 50 peak hour trips from the Project are not included in the study area. Based on a comparison of the trip generation information provided in Table 4.4-1, *Project Trip Generation Summary*, with the trip distribution patterns depicted on Figure 4.4-2, Project (Passenger Car) Trip Distribution, and Figure 4.4-3, Project (Truck) Trip Distribution, the proposed Project would not contribute more than 50 peak hour trips to any road segments or intersections located within the City of Riverside or unincorporated Riverside County; thus, intersections and roadway segments in those jurisdictions do not warrant analysis.

## A. Roadway Segments

A total of 28 roadway segments are identified in the study area for analysis based on a review of the key roadway segments in which the Project is anticipated to contribute 50 or more peak hour trips. Table 4.4-2, *Roadway Segment Analysis Locations*, provides a summary of the study area roadway segments, each with an ID number and jurisdiction noted. There are no future roadway segments that would be constructed as part of the Project. Refer to Figure 4.4-1, *Project Study Area/ Intersection Locations*, for Project study area roadway locations.

## B. Intersections

A total of 13 intersections, as shown in Table 4.4-3, *Intersection Analysis Locations* are included in the Project study area based on the City's TIA analysis methodology and input from the City of Moreno Valley Traffic Engineering Division. An ID number is assigned to each intersection and jurisdictional locations are identified in Table 4.4-3. Intersections that would be developed as part of the Project and do not currently exist also are identified in Table 4.4-3.



# C. Freeway Mainline Segments

Consistent with California Department of Transportation (Caltrans) traffic study guidelines, there are four (4) freeway mainline analysis locations in the Project study area, including segments on Interstate 215 (I-215 Freeway) on either side of the Harley Knox Boulevard interchange where the proposed Project is anticipated to contribute 100 or more two-way peak hour trips. The study area freeway mainline segments are identified in Table 4.4-4, *Freeway Mainline Segments*. All freeway mainline segments are under the jurisdiction of Caltrans.

# D. Freeway Merge/Diverge Ramp Junctions

There are four (4) merge/diverge ramp junction locations in the Project's study area for the I-215 Freeway for both northbound and southbound directions of flow as shown in Table 4.4-5, *Freeway Merge/Diverge Ramp Junctions*. All freeway ramp junctions are under the jurisdiction of Caltrans.

#### 4.4.2 Existing Conditions

Regional access is provided to the Project site via I-215, which is located approximately 1.9 miles west of the site, and State Route 60 (SR-60), located approximately 4.9 miles north of the site. The 17.3-acre Project site is located in the City of Moreno Valley, immediately north of Nandina Avenue, immediately south of San Michele Road, and immediately east of Perris Boulevard. Figure 4.4-4, *City of Moreno Valley General Plan Circulation Element*, and Figure 4.4-5, *City of Moreno Valley General Plan Roadway Cross-Sections*, show the City's roadway designations and cross-sections for the major roads surrounding the Project site in the City of Moreno Valley.

#### A. Existing Traffic Counts

Manual AM and PM peak hour turning movement counts at study area intersections were collected by Urban Crossroads, Inc. in January 2010, March 2011, and October 2011. The counts include the vehicle classifications as shown below, per City of Moreno Valley TIA requirements:

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

To represent the impact that large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into Passenger Car Equivalents (PCEs) for the purpose of conducting the traffic analysis. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for large vehicles to accelerate and slowdown is also much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of the Project's traffic impact analysis in *Technical Appendix F* and this EIR Subsection, a PCE factor of 1.5 was applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement.



Existing (2012) average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Figure 4.4-6, *Existing (2012) Average Daily Traffic (ADT)*. Existing (2012) ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

Based on a comparison of PM peak hour traffic count data to 24-hour traffic counts collected along roadway segments in close proximity to the study area, Urban Crossroads determined that the PM peak hour volumes are approximately eight (8) percent of the total 24-hour daily volume on select segments. As such, it was determined that the above equation could be utilized to approximate the ADT volume on the study area segments based on the same relationship (i.e., eight percent PM peak-to-daily relationship). Existing (2012) AM and PM peak hour intersection volumes are shown on Figure 4.4-7, Existing (2012) AM Peak Hour Intersection Volumes, and Figure 4.4-8, Existing (2012) PM Peak Hour Intersection Volumes, respectively. All of the traffic volumes illustrated on the exhibits and used in the traffic analysis are shown in terms of PCE (Urban Crossroads, 2013, p. 43).

# B. Existing Roadway Conditions

Based on the methodology presented below in Subsection 4.4.3B, all 28 existing roadway segments in the study area operate at an acceptable level of service (LOS) (with 26 segments operating at LOS "A"). Existing (2012) ADT is shown on Figure 4.4-6. Table 4.4-6, *Existing (2012) Conditions Roadway Volume/Capacity Analysis*, summarizes the Existing (2012) conditions roadway segment capacity based on the methodology presented in Subsection 4.4.3B. All of the existing study area roadways operate at acceptable LOS during peak hours.

## C. Existing Intersection Conditions

Figure 4.4-9, Existing Number of Through Traffic Lanes and Intersection Controls, shows the characteristics of each of the existing nine (9) Project study area intersections. (The other four (4) intersections in the study area, as shown in Table 4.4-8, Intersection Analysis for Existing (2012) Conditions, are future planned intersections that do not currently exist.) Based on the methodology presented in Subsection 4.4.3B, all of the existing study area intersections operate at acceptable LOS during peak hours. Existing (2012) AM and PM peak hour intersection volumes are shown on Figure 4.4-7 and Figure 4.4-8.

## D. Existing Freeway Ramp Conditions

Ramp merge and diverge operations were evaluated for Existing (2012) baseline conditions. The results, as shown in Table 4.4-9, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing* (2012) Baseline Conditions, indicate that the I-215 Freeway ramp merge and diverge areas at Harley Knox Boulevard currently operate at LOS "E" or better during the peak hours under Existing (2012) baseline traffic conditions.

# E. Existing Freeway Segment Conditions

Existing (2012) mainline directional volumes for the I-215 Freeway for the AM and PM peak hours are shown on Figure 4.4-10, Existing (2012) Baseline I-215 Freeway Mainline Volumes. As shown in

Table 4.4-10, Existing (2012) Baseline Conditions Basic Freeway Segment Analysis, I-215 Freeway segments in the study operate at an acceptable LOS during the peak hours for Existing (2012) traffic conditions.

#### F. Existing Mass Transit

The Project study area is served by the Riverside Transit Agency (RTA) with bus services along Perris Boulevard via Route 19. The nearest stops to the Project site for RTA Route 19 are on Perris Boulevard, south of San Michele Road (for southbound direction), north of Nandina Avenue (for the northbound direction) and south of Nandina Avenue (for the southbound direction). (Urban Crossroads, 2013, pp. 29, 38)

#### G. Existing Bicycle and Pedestrian Facilities

Field observations conducted by Urban Crossroads, Inc. in May 2012 indicate nominal pedestrian and bicycle activity within the study area (Urban Crossroads, 2013, p. 35). Figure 4.4-11, *City of Moreno Valley Master Plan of Trails*, shows that there are no trails or planned trails within the study area. Figure 4.4-12, *City of Moreno Valley Bike Plan*, shows planned bikeway routes in the area. A Class III bikeway is planned within the vicinity of the Project site along Indian Street north of San Michele Road and along San Michele Road west of Indian Street (Urban Crossroads, 2013, p. 38).

## H. Existing Truck Routes

Figure 4.4-13, *City of Moreno Valley Truck Routes*, shows the designated truck route map for the City. Harley Knox Boulevard, Perris Boulevard, Indian Street, San Michele Road and Nandina Avenue are all designated truck routes. The map is used to predict the route of truck traffic under future conditions (Urban Crossroads, 2013, p. 38).

## I. Existing Regional Transportation Programs and Plans

Provided below is a discussion of existing planning efforts, programs, and policies regarding transportation that have applicability to the proposed Project.

## County of Riverside Congestion Management Program (CMP)

The Riverside County CMP was prepared by the Riverside County Transportation Commission (RCTC) in accordance with Proposition 111, passed in June 1990. The CMP was established in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Deficiencies along the CMP system must be identified when they occur so that improvement measures can be identified. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor is intended to conserve scarce funding resources and help target those resources appropriately. In the vicinity of the Project site, I-215 is the only CMP Roadway (Riverside County Transportation Commission, 2010, pp. 2-5).



## ☐ City of Moreno Valley General Plan Circulation Element

The purpose of the City of Moreno Valley's Circulation Element is to ensure a complete, balanced, and well-maintained circulation system that relies on vehicular travel and transit, and incorporates alternative modes including bikeways and pedestrian facilities (City of Moreno Valley, 2006a). A primary objective of the Circulation Element is to ensure that the effects of future new development on the City's transportation system are understood and that the improvements needed to support new growth are planned and properly funded. Refer to Figure 4.4-4 and Figure 4.4-5 for illustrations of the City's Circulation Element exhibits.

## ☐ Riverside County Integrated Project (RCIP)

The RCIP is Riverside County's comprehensive, three-part, integrated program to determine future habitat conservation, transportation, and housing and economic needs in Riverside County. The RCIP addresses traffic congestion by addressing future traffic and multi-model circulation issues through the Community & Environmental Transportation Acceptability Process (CETAP). This element of RCIP identifies the locations for new transportation facilities that will help benefit commuters and serve Riverside County's growing economy. Selection of new transportation corridors are intended to be integrated with decisions on land use and environmentally sensitive areas (County of Riverside, 2003a).

## ☐ Regional Transportation Plan (RTP)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code §6500, also referred to as the Joint Powers Authority law. SCAG is designed as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. In 2012, SCAG prepared a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) with goals to: 1) align the plan investments and policies with improving regional economic development and competitiveness; 2) maximize mobility and accessibility for all people and goods in the region; 3) ensure travel safety and reliability for all people and goods in the region; 4) preserve and ensure a sustainable regional transportation system; 5) maximize the productivity of the transportation system; 6) protect the environment and health of residents by improving air quality and encouraging active transportation; 7) encourage and incentivize energy efficiency; 8) encourage land use and growth patterns that facilitate transit and non-motorized transportation; and 9) maximize the security of the transportation system (Southern California Association of Governments, 2012, p. 29). Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation.

#### 4.4.3 Basis for Determining Significance

The proposed Project would result in a significant impact to transportation/traffic if the Project or any Project-related component would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation

system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

- 2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- 3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- 4. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);
- 5. Result in inadequate emergency access; or
- 6. Conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

## A. Determining Significance of Impacts

## Roadway Segments and Intersections

Based on the *City of Moreno Valley TIA Preparation Guide*, a significant direct traffic impact under CEQA occurs when the addition of project traffic causes an intersection that operates at an acceptable level of service (i.e., typically LOS "D" or better) to fall to an unacceptable level of service (i.e., typically LOS "E" or "F"). For purposes of determining the significance of impacts in this Subsection:

- If an intersection is projected to operate at an acceptable level of service without the Project and the addition of Project traffic as measured by 50 or more peak hour trips is expected to cause the intersection to operate at an unacceptable level of service the impact is considered a significant direct impact.
- If an intersection is projected to operate at an unacceptable level of service without the Project, and the Project contributes 50 or more peak hour trips, the impact is considered a significant direct impact.
- A significant cumulative impact is identified when a roadway segment or intersection is projected to operate at an unacceptable LOS with the addition of future traffic and a Project-related traffic increase of 50 or more peak hour trips. Cumulative traffic impacts are created as a result of a combination of the proposed Project together with other future developments contributing to the overall traffic impacts requiring additional improvements to maintain acceptable LOS operations with or without the Project. The Project's contribution to a cumulatively significant impact can be reduced to less-than-significant if the Project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact may occur until the needed improvement is fully funded and constructed.



## ☐ Freeway Segments and Ramp Junctions

RCTC has determined that freeway segments and ramp junctions that operate below LOS "E" should be identified and improved to an acceptable LOS; however, specific criteria to identify project-related impacts are not specified by RCTC or in the Caltrans Traffic Impact Study guidelines.

For the purposes of the analysis in this Subsection and in accordance with the adopted Riverside County CMP, if a freeway segment is projected to operate at an acceptable level of service (i.e., LOS "E" or better) without the Project and the Project is expected to cause the facility to operate at an unacceptable level of service (i.e., LOS "F"), the Project's direct impact is considered significant. If the facility would operate at a deficient LOS without the Project, the addition of 100 ADT or more of Project traffic would be considered a cumulative impact.

## B. Methodology

## ■ Level of Service

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS "A," representing completely free-flow conditions, to LOS "F," representing breakdown in flow resulting in stop-and-go conditions. LOS "E" represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

The definition of an intersection deficiency in the City of Moreno Valley is based on the City of Moreno Valley General Plan Circulation Element. The City of Moreno Valley General Plan states that target LOS "C" or LOS "D" be maintained along City roads (including intersections) wherever possible. Figure 4.4-14, City of Moreno Valley Level of Service (LOS) Standards, and Table 4.4-11, Moreno Valley Roadway Segment Capacity LOS Thresholds, shows the LOS standards and capacities within the City. Table 4.4-12, Perris Roadway Segment Capacity LOS Thresholds1, summarizes the City of Perris daily roadway segment capacities thresholds.

Caltrans, the County of Riverside, and the City of Perris have established explicit LOS performance criteria related to determining the significance of impacts on the roadway system within their jurisdictions. Generally, LOS "D" is considered to be the limit of acceptable traffic operations during the peak hour in these jurisdictions. LOS "D" is therefore used as the significance threshold in this Subsection for these jurisdictions, except for the intersections of I-215 Southbound Ramps/Harley Knox Boulevard and I-215 Northbound Ramps/Harley Knox Boulevard, which allow LOS "E" (per City of Perris General Plan Circulation Element Policy II.A). Daily roadway segment capacities thresholds for the City of Perris are summarized in Table 4.4-12. RCTC has adopted LOS "E" as the minimum standard for intersections and segments along the CMP System of Highways and Roadways. Therefore, for the purposes of the traffic impact analysis, LOS "E" is considered to be the limit of acceptable traffic operations for the I-215 Freeway mainline segments and ramp junctions (Urban Crossroads, 2013, p. 27).



## Roadway Segment Capacity Analysis

Roadway segment operations are evaluated using the City of Moreno Valley Daily Roadway Capacity Values provided in the *City of Moreno Valley TIA Preparation Guide*. Per the TIA Preparation Guide, daily roadway segments in the City of Moreno Valley should maintain the LOS capacities illustrated in Figure 4.4-14. Daily roadway segment capacities thresholds for the City of Perris are summarized in Table 4.4-12, *Perris Roadway Segment Capacity LOS Thresholds1*.

The daily roadway segment capacities for each type of roadway are summarized in Table 4.4-11 and Table 4.4-12. Roadway segment capacities are approximate figures only, and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet future traffic demands. These roadway capacities are "rule of thumb" estimates for planning purposes. As such, where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis is undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes. (Urban Crossroads, 2013, p. 20)

## Intersection Capacity Analysis

The intersection LOS analysis is based on the traffic volumes calculated for the peak hour conditions. The following peak hours were selected for analysis because these hours typically experience the most traffic during a 24-hour period:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

For signalized intersections, the City of Moreno Valley requires operations analysis based on the methodology described in Chapter 16 of the Highway Capacity Manual (HCM). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 4.4-13, *Signalized Intersection LOS Thresholds*. For a more detailed discussion of intersection capacity analysis see Section 2.2 of *Technical Appendix F*.

For unsignalized intersections, the City of Moreno Valley requires that operations be evaluated using the methodology described in Chapter 17 of the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle, as shown in Table 4.4-7. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole. (Urban Crossroads, 2013, p. 19)



## □ Traffic Signal Warrant Analysis

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD), as amended by the *MUTCD 2003 California Supplement*, is used for all study area intersections.

Traffic signal warrant analyses were performed at the following unsignalized study area intersections: Western Way / Harley Knox Boulevard, Knox Street / Nandina Avenue, Driveway 1 / San Michele Road, Driveway 2 / Nandina Avenue, Driveway 3 / San Michele Road, and Driveway 4 / Nandina Avenue. A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. Signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS "C" or operate below LOS "C" and not meet a signal warrant. For more information on signal warrant methodology, refer to Section 2.6 of *Technical Appendix F* (Urban Crossroads, 2013, pp. 23, 24).

## ☐ Freeway Mainline Segment Analysis

The study area includes segments of the I-215 Freeway, from north of and south of Harley Knox Boulevard, and includes the freeway-to-arterial interchanges of the I-215 Freeway with the Harley Knox Boulevard ramps. Consistent with Caltrans requirements, the progression of vehicles has been assessed to determine potential queuing lengths at the freeway ramp intersections on Harley Knox Boulevard and the I-215 Freeway.

The traffic progression analysis tool and HCM intersection analysis program, HCS+ software, was used to assess the potential needs of the intersections with traffic added from the proposed Project. The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane. Table 4.4-11 illustrates the freeway segment LOS thresholds for each density range utilized for this analysis. For more information on queuing analysis methodology, refer to Section 2.4 of *Technical Appendix F*.

The Riverside County Transportation Commission (RCTC) has plans in place for the widening of the I-215 Freeway through the study area; however, a schedule for the widening of I-215 between Nuevo Road in the City of Perris and Box Springs Road in the City of Riverside has not be set, due to the state's ongoing budget challenges. The I-215 North Project will add a carpool lane (high-occupancy vehicle land) in each direction to a 10.75-mile section of the I-215 freeway. As such, the future expansion of the I-215 Freeway has been assumed for "with improvements" conditions only and not assumed as the base condition in the basic freeway segment analysis (Urban Crossroads, 2013, p. 22).

#### ☐ Freeway Merge/Diverge Ramp Junction Analysis

The study area, I-215 from north of and south of Harley Knox Boulevard, was broken into four (4) segments defined by the freeway-to-arterial interchange locations. The merge/diverge analysis is

based on the HCM Ramps and Ramp Junctions analysis method and performed using HCS+ software. The results (reported in passenger car/mile/lane) are calculated based on the existing number of travel lanes, number of lanes at the on- and off-ramps both at the analysis junction and at upstream and downstream locations (if applicable), and acceleration/deceleration lengths at each merge/diverge point. Table 4.4-14, *Freeway Mainline LOS Thresholds*, presents the merge/diverge area LOS thresholds for each density range utilized for this analysis (Urban Crossroads, 2013, p. 23). Meters are not installed at the Harley Knox Boulevard/I-215 ramps; therefore, a ramp meter analysis is not required.

## ■ Background Traffic

Future year traffic forecasts are based upon five (5) years of background (ambient) growth at 2% per year for 2017 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. The total ambient growth is 10.4% for 2017 traffic conditions (compounded growth of 2% per year over five years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by known cumulative development projects analyzed by *Technical Appendix F*. According to information published by the Riverside County Center for Demographic Research (RCCDR) and used as the basis for completing the *Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Nexus Study – 2009 Program Update*, the population of Western Riverside County is projected to increase by 62% in the period between 2007 and 2035, a compounded rate of approximately 1.73% annually. During the same period, employment in Western Riverside County is expected to increase by 111% or 2.71% annually. Therefore, the use of an annual growth rate of 2.0% is consistent with the anticipated regional growth in traffic volumes (Urban Crossroads, 2013, p. 57).

#### ☐ Cumulative Impact Analysis

CEQA Guidelines §15130 requires that an EIR include the discussion of a Project's cumulative impacts. For the purpose of analyzing the proposed Project's cumulative effects on traffic, and in accordance with the *City of Moreno Valley's TIA Preparation Guide* (dated August 2007), a comprehensive list of 53 other known approved or reasonably foreseeable development projects in the study area was compiled. See Figure 4.4-15, *Cumulative Development Projects Location Map*, for locations of the development projects considered. Information about each development project can be found in Section 4.6 of *Technical Appendix F*. These 52 projects are calculated to generate 248,824 net passenger car equivalent (PCE) trip-ends per day during a typical weekday with approximately 21,484 net PCE vehicle trips during the AM peak hour and 25,545 net PCE vehicle trips during the PM peak hour. For specific projects not listed that fall outside of the study area, the traffic from those projects is captured by the 2.0% compounded annual growth rate.

Based on the identified trip distribution patterns for the cumulative development projects on arterial highways throughout the study area, cumulative development ADT volumes, AM peak hour, and PM peak hour intersection turning movement volumes are shown on Figure 4.4-16, *Cumulative Development Average Daily Traffic (ADT)*, *Figure 4.4-17*, *Cumulative Development AM Peak Hour Intersection Volumes*, and Figure 4.4-18, *Cumulative Development PM Peak Hour Intersection Volumes*, respectively.



#### 4.4.4 IMPACT ANALYSIS

Threshold 1: Would the proposed Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The Project proposes to construct two (2) driveways onto San Michele Road, construct two (2) driveways onto Nandina Avenue, and improve the site-adjacent roadways Nandina Avenue, Perris Boulevard, and San Michele Road. The proposed roadway improvements are described in Section 3.0, *Project Description*, and will be enforced as part of the Project's Conditions of Approval, which will be issued by the City of Moreno Valley prior to consideration of the proposed Project by the City Council. The construction of these roadway improvements is assumed throughout the analyses. The analysis of Threshold 1 focuses on potential impacts to local roadways, based on acceptable LOS standards established by the City of Moreno Valley General Plan and the general plans of surrounding jurisdictions. Refer to Threshold 2 for Analysis of potential impacts to I-215 based on acceptable LOS standards established by the Riverside County Congestion Management Plan.

## A. Project Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted to and produced by a development project. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed for a given development. In an effort to accurately estimate the number of vehicle trips that the proposed Project would generate, estimations are based on trip generation rates collected by the Institute of Transportation Engineers (ITE) and presented in ITE's most recent edition of *Trip Generation* (8th Edition, 2008). Detailed information about the methodology used to determine the Project's trip generation is provided in Section 4.1 of *Technical Appendix F*.

Assumed to be built and fully operational by Year 2017, the Project is proposed to consist of 400,130 square feet of high-cube/distribution warehouse use. Using that development potential, the proposed Project would produce an estimated 1,066 daily vehicle trips, including 67 during the AM Peak Hour and 74 during the PM Peak Hour. A summary of the Project's trip generation is provided in Table 4.4-1. The traffic reducing potential of using public transit, walking, or bicycling by employees of the Project has not been considered, which have the potential to reduce the forecasted traffic volumes. Because these factors were not considered in the analysis (and would reduce the volume of Project-related vehicular traffic if considered), the analysis of impacts to transportation/traffic in this subsection represents a conservative analysis of potential impacts.

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the routes where Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic. The truck trip distribution patterns were developed based on the anticipated travel patterns for high-cube warehousing trucks. The total volume on each roadway was divided by the Project's total traffic generation to indicate the

percentage of Project traffic that would use each component of the regional roadway system in each relevant direction. The Project passenger car trip distribution pattern is graphically depicted on Figure 4.4-2, and the Project truck trip distribution pattern is graphically depicted on Figure 4.4-3.

The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of Project occupancy (2017). Based on the identified Project traffic generation and trip distribution patterns, Project ADT volumes for the weekday are shown on Figure 4.4-19, *Project Only Average Daily Traffic (ADT)*, and Project AM and PM peak hour intersection turning movement volumes are shown on Figure 4.4-20, *Project Only AM Peak Hour Intersection Volumes*, and Figure 4.4-21, *Project Only PM Peak Hour Intersection Volumes*, respectively. Detailed information about the methodology used to determine the Project's trip distribution is provided in Section 4.2 of *Technical Appendix F*.

## B. Analysis Scenarios

Pursuant to the City of Moreno Valley's *TIA Preparation Guide*, all traffic impact analyses must be "...projected to the year that the project is estimated to be complete (minimum of five years)." (City of Moreno Valley, 2007). The Notice of Preparation for this EIR was distributed for public review on December 3, 2012; thus, the opening year for the proposed Project is assumed to be five years later (Year 2017). Therefore, for the purpose of the traffic impact analysis presented below, potential impacts to traffic and circulation are assessed for each of the following:

- Existing (2012) plus Project Conditions (1 scenario) (E+P)
- Opening Year (2017) without Project and Opening Year (2017) with Project (2 scenarios) ambient growth only (E+A and E+A+P, respectively).
- Opening Year Cumulative (2017) without Project and Opening Year Cumulative (2017) with Project (2 scenarios) ambient growth and cumulative development projects (E+A+C and E+A+C+P, respectively).

Information for Existing (2012) conditions is disclosed above in Subsection 4.4.2 and represents the baseline traffic conditions as they existed at the time this analysis was prepared (2012).

The Existing (2012) plus Project (E+P) analysis determines direct Project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the Project being placed upon existing conditions. Because the Project would not be fully built and occupied until after 2012, the E+P scenario is presented to disclose direct impacts as required by CEQA.

The Opening Year (2017) analysis determines the Project-related traffic impacts based on a comparison of the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions to the Existing (2012) and Existing plus Ambient Growth (E+A) conditions. The Opening Year (2017) conditions analysis uniquely identifies the specific traffic impacts associated with the development of the proposed Project. To account for background traffic, a total ambient growth from Existing (2012) conditions of 10.4% (2% per year over 5 years, compounded annually) is included for Opening Year (2017) conditions. Cumulative development projects are not included as part of the Opening Year (2017) analysis. The Opening Year (2017) analysis is intended to identify the direct impacts

associated solely with the development of the proposed Project based on the expected background growth within the study area.

The Opening Year Cumulative (2017) conditions analysis is utilized to determine if improvements funded through local and regional transportation mitigation fee programs such as the TUMF program, City of Moreno Valley Development Impact Fee (DIF) program, or other approved funding mechanism can accommodate the cumulative traffic at the target LOS identified in the City of Moreno Valley General Plan or planning documents of other jurisdictions. If the funded improvements can provide the target LOS, then the Project's payment into the TUMF and DIF is considered to be adequate cumulative mitigation as imposed through Conditions of Approval applied to the Project by the City of Moreno Valley. If other improvements are needed beyond the funded improvements (such as localized improvements to non-TUMF or non-DIF facilities), they are identified as such.

To account for background traffic in Opening Year Cumulative (2017), 53 other known cumulative development projects in the study area are included in addition to the 10.4% ambient. This comprehensive list of cumulatively projects was compiled from information provided by the City of Moreno Valley Planning Department.

## C. Existing (2012) Plus Project Traffic Analysis (E+P)

For purposes of full disclosure and in an effort to satisfy CEQA Guidelines §15125(a), this subsection presents an analysis of existing traffic volumes plus traffic generated by the proposed Project (Existing plus Project, or E+P). The reason this particular analysis scenario is provided is to disclose the potential for direct impacts to the existing environment as required by CEQA. The E+P scenario rarely materializes as an actual scenario in the real world. The time period between the date when a Notice of Preparation for an EIR is issued and the date project buildout occurs can often be a period of several years or more. During this time period, conditions are not static. Other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore, the E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that exists when a particular project is constructed and becomes operational. Regardless, the E+P scenario is analyzed to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

Average daily traffic (ADT) for the E+P conditions is shown on Figure 4.4-22, *Existing Plus Project Average Daily Traffic (ADT)*, and AM and PM peak hour intersection turning movement volumes for E+P are shown on Figure 4.4-23, *Existing Plus Project AM Peak Hour Intersection Volumes*, and Figure 4.4-24, *Existing Plus Project PM Peak Hour Intersection Volumes*.

#### ☐ E+P Roadway Segments Analysis

Roadway segment capacities for E+P conditions were analyzed based on the methodology discussed in Subsection 4.4.3B. Out of 28 study area roadway segments (Table 4.4-2), all segments would operate at an acceptable LOS (with 25 segments operating at LOS "A") with the addition of Project traffic to the existing condition. Table 4.4-15, *Existing Plus Project Conditions Roadway Volume/Capacity Analysis*, summarizes the E+P conditions roadway segment capacity analysis based on the LOS thresholds identified in Table 4.4-12 and Table 4.4-11; therefore, impacts to study area roadway segments under the E+P condition would be less than significant.



## **□** <u>E+P Intersections Analysis</u>

E+P peak hour traffic operations were evaluated for study area intersections based on the methodologies presented in Subsection 4.4.3B. In the E+P condition, of the 9 existing study area intersections, all intersections would operate at an acceptable LOS D or better during the peak hours. Table 4.4-16, *Intersection Analysis for Existing Plus Project Conditions*, summarizes the AM and PM peak hour study area intersection LOS for the Existing (2012) conditions plus the Project. Therefore, impacts to study area intersections under the E+P scenario would be less than significant.

## D. Opening Year Traffic Analysis (Opening Year (2017))

The Opening Year (2017) conditions analysis determines the Project-related traffic impacts based on a comparison of the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions to the Existing (2012) and Existing plus Ambient Growth (E+A) conditions. The Opening Year (2017) conditions analysis uniquely identifies the specific traffic impacts associated with the development of the proposed Project. The Opening Year (2017) analysis is intended to identify the project-specific impacts associated solely with the development of the proposed Project based on the expected background growth within the study area (Urban Crossroads, 2013, p. 81).

The intersection lane configurations and traffic controls assumed to be in place for Opening Year (2017) conditions are consistent with those assumed for existing conditions (see previous Figure 4.4-6) with the following exceptions:

- The analysis for the intersection of Perris Boulevard at San Michele Road assumes the following geometrics, which are anticipated to be in place by Year 2013: one northbound left turn lane, two northbound through lanes, one northbound shared through-right turn lane, one southbound left turn lane, two southbound though lanes, one southbound shared through-right turn lane, one eastbound left turn lane, one eastbound through lane, one eastbound right turn lane, one westbound left turn lane, one westbound through lane and one westbound right turn lane.
- The analysis for the intersection of Perris Boulevard at Nandina Avenue assumes the following geometrics, which are anticipated to be in place by Year 2013: one northbound left turn lane, two northbound through lanes, one northbound shared through-right turn lane, one southbound left turn lane, three southbound through lanes, one southbound right turn lane with overlap phasing, one eastbound left turn lane, one eastbound through lane, one eastbound shared through-right turn lane, one westbound left turn lane, one westbound through lane and one westbound right turn lane.
- At Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year (2017) with Project conditions only.

ADT volumes for the Opening Year (2017) Without Project (E+A) conditions are shown on Figure 4.4-25, *Opening Year (2017) Without Project Average Daily Traffic (ADT)*, and AM and PM peak hour intersection turning movement volumes for Opening Year (2017) Without Project (E+A) conditions are shown on Figure 4.4-26, *Opening Year (2017) Without Project AM Peak Hour* 

Intersection Volumes, and Figure 4.4-27, Opening Year (2017) Without Project PM Peak Hour Intersection Volumes. ADT volumes for the Opening Year (2017) With Project (E+A+P) conditions are shown on Figure 4.4-28, Opening Year (2017) With Project Average Daily Traffic (ADT), and AM and PM peak hour intersection turning movement volumes for Opening Year (2017) With Project (E+A+P) conditions are shown on Figure 4.4-29, Opening Year (2017) With Project AM Peak Hour Intersection Volumes, and Figure 4.4-30, Opening Year (2017) With Project PM Peak Hour Intersection Volumes.

## Opening Year (2017) Roadway Segments Analysis

Roadway segment capacities for Opening Year (2017) Without Project (E+A) and with Project (E+A+P) conditions were determined based on the methodology discussed in Subsection 4.4.3B. Table 4.4-17, *Opening Year (2017) Conditions Roadway Volume/Capacity Analysis1*, summarizes the Opening Year (2017) Without Project (E+A) and With Project (E+A+P) conditions roadway segment capacity analysis based on the LOS thresholds identified in Table 4.4-11. As shown in Table 4.4-17, all 28 roadway segments within the study area would operate at an acceptable LOS under the E+A scenario. With the addition of Project traffic for Opening Year (2017) (E+A+P), all 28 roadway segments would continue to operate at an acceptable LOS; therefore, the proposed Project would result in a less than significant impact to study area road segments under opening year (2017) conditions.

## Opening Year (2017) Intersections Analysis

Opening Year (2017) Without Project (E+A) and With Project (E+A+P) peak hour traffic operations were evaluated for study area intersections based on the methodologies presented in Subsection 4.4.3B. Table 4.4-18, *Intersection Analysis for Opening Year (2017) Conditions*, summarizes the Opening Year (2017) Without Project (E+A) peak hour traffic operations. As shown in Table 4.4-18, all 13 study area intersections would operate at an acceptable LOS during peak hours in the E+A condition.

As shown on Table 4.4-18, with the addition of Project traffic (E+A+P) and implementation of improvements to Perris Boulevard by the Project Applicant along the Project site's frontage, all 13 study area intersections would operate at an acceptable LOS D or better. The Project would not contribute to a deficient LOS at any study area intersection; therefore, the Project's impact to intersections is less than significant (Urban Crossroads, 2013, pp. 81-90).

## E. Opening Year Cumulative Traffic Analysis (Cumulative (2017))

As discussed in Subsection 4.02, CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. The Opening Year Cumulative (2017) analysis determines the Project-related traffic impacts based on a comparison of the traffic volumes expected in 2017 without and with development of the proposed Project, including background traffic from cumulative development projects. To account for background traffic, 53 other known cumulative development projects in the study area were included in addition to 10.4% of ambient growth (refer to Subsection 4.4.3B, for a description of the methodology used for this analysis). The analysis of cumulative traffic impacts for Opening Year (2017) uses the methodology that is required by the *City of Moreno Valley TIA Preparation Guide* (dated August 2007). The lane configurations

and traffic controls assumed to be in place for Opening Year Cumulative (2017) conditions are the same as described above for Opening Year (2017) conditions (Urban Crossroads, 2013, p. 99).

ADT volumes for the Opening Year Cumulative (2017) Without Project (E+A+C) conditions are shown on Figure 4.4-31, *Opening Year Cumulative* (2017) Without Project Average Daily Traffic (ADT), and AM and PM peak hour intersection turning movement volumes for Opening Year Cumulative (2017) Without Project (E+A+C) conditions are shown on Figure 4.4-32, *Opening Year Cumulative* (2017) Without Project AM Peak Hour Intersection Volumes, and Figure 4.4-33, *Opening Year Cumulative* (2017) Without Project PM Peak Hour Intersection Volumes.

ADT volumes for the Opening Year Cumulative (2017) With Project (E+A+C+P) conditions are shown on Figure 4.4-34, *Opening Year Cumulative* (2017) With Project Average Daily Traffic (ADT), and AM and PM peak hour intersection turning movement volumes for Opening Year Cumulative (2017) With Project (E+A+C+P) conditions are shown on Figure 4.4-35, *Opening Year Cumulative* (2017) With Project AM Peak Hour Intersection Volumes, and Figure 4.4-36, *Opening Year Cumulative* (2017) With Project PM Peak Hour Intersection Volumes.

## Opening Year Cumulative (2017) Roadway Segments Analysis

Roadway segment capacities for Opening Year Cumulative (2017) Without Project (E+A+C) and With Project (E+A+P) conditions were analyzed based on the methodology discussed in Subsection 4.4.3B.

Table 4.4-19, *Opening Year Cumulative (2017) Conditions Roadway Volume/Capacity Analysis*, identifies the LOS of study area roadway segments under Opening Year Cumulative (2017) conditions for both with and without Project traffic. Additionally, Table 4.4-19 summarizes the Opening Year Cumulative (2017) Without Project (E+A+C) and With Project (E+A+C+P) LOS based on the thresholds identified in Table 4.4-13. As shown in Table 4.4-19, under E+A+C conditions, 21 of the 28 study area roadway segments would operate at an acceptable LOS without the addition of Project traffic, while seven (7) roadway segments would operate at an unacceptable LOS. As shown in Table 4.4-19, with the addition of Project traffic, the LOS for all study area roadway segments would remain unchanged. As such, Project traffic would not directly cause any roadway segments to degrade to a deficient LOS under Opening Year Cumulative (2017) conditions. Because the Project would add 50 or more peak hour trips to these seven (7) segments, the impact is considered a significant cumulative impact. The seven (7) cumulatively impacted segments are:

- Harley Knox Boulevard, between I-215 NB Ramps and Western Way;
- Harley Knox Boulevard, East of Western Way;
- Harley Knox Boulevard, West of Patterson Avenue;
- Harley Knox Boulevard, East of Patterson Avenue;
- Harley Knox Boulevard, West of Indian Street;
- Indian Street, South of Nandina Avenue;
- Indian Street, North of Harley Knox Boulevard

An analysis of these roadway segments by Urban Crossroads concluded that all of the roadway segments are anticipated to operate at acceptable LOS with improvements to adjacent study area intersections (including the addition of some through lanes) without the need for additional roadway widening discussed in Subsection 4.4.8 (Urban Crossroads, 2013, p. 106).

## Opening Year Cumulative (2017) Intersections Analysis

Opening Year Cumulative (2017) Without Project (E+A+C) and With Project (E+A+C+P) peak hour traffic operations were evaluated for study area intersections based on the methodologies presented in Subsection 4.4.3B. As shown in Table 4.4-20, *Intersection Analysis for Opening Year Cumulative* (2017) Conditions, eight (8) of the 13 study area intersections would operate at an acceptable LOS, while the remaining five (5) intersections would operate at unacceptable LOS "F" during one or both of the peak hours for Opening Year (2017) Without Project (E+A+C) conditions.

Figure 4.4-32 and Figure 4.4-33, summarize the AM and PM peak hour study area intersection LOS for Opening Year (2017) Without Project (E+A+C) conditions. Figure 4.4-35 and Figure 4.4-36 summarize the AM and PM peak hour study area intersection LOS for Opening Year (2017) With Project (E+A+C+P) conditions, consistent with the summary provided in Table 4.4-19.

As shown in Table 4.4-20, the addition of Project traffic would not cause any additional study area intersections to operate at unacceptable peak hour LOS beyond those previously identified under Opening Year Cumulative (2017) Without Project conditions (E+A+C). The intersection of Perris Boulevard at Nandina Avenue is anticipated to operate at acceptable peak hour operations with the site-adjacent Project improvements in place along Perris Boulevard. Because Project traffic would contribute 50 or more peak hour trips to the five (5) remaining intersections that would be impacted under E+A+C+P conditions, Project impacts to these five (5) intersections, listed below, would be cumulatively significant.

- I-215 Southbound Ramps/ Harley Knox Boulevard;
- I-215 Northbound Ramps/ Harley Knox Boulevard;
- Western Way/ Harley Knox Boulevard;
- Patterson Avenue/ Harley Knox Boulevard;
- Indian Street/ Harley Knox Boulevard;

Threshold 2: Would the proposed Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Riverside County Congestion Management Plan (CMP) prepared by the Riverside County Transportation Commission (RCTC) is applicable to the Project because I-215 is a CMP Roadway and occurs within the Project's study area (Riverside County Transportation Commission, 2010, pp. 2-5).

The study area for the mainline analysis includes segments of the I-215 Freeway, from north of and south of Harley Knox Boulevard, and includes the freeway-to-arterial interchanges of the I-215



Freeway with the Harley Knox Boulevard ramps. As shown on Figure 4.4-2, *Project (Passenger Car) Trip Distribution*, it is estimated that 40% of passenger cars accessing the Project site would use I-215. As shown on Figure 4.4-3, *Project (Truck) Trip Distribution*, it is estimated that 100% of trucks accessing the Project site would use I-215.

For the purpose of analysis, I-215 in the study area (from north of Harley Knox Boulevard to south of Harley Knox Boulevard) has been broken into segments defined by the freeway-to-arterial interchange locations. As noted previously, the RCTC has plans in place for the widening of I-215 through the study area; however, a schedule for the widening has not been set due to the state's ongoing budget challenges (Urban Crossroads, 2013, p. 24). As such, the future widening was not assumed as the base condition. Widening of the I-215 Freeway as planned by RCTC is noted in the analysis of future conditions as "with improvements" only. The same analysis scenarios presented above under Threshold 1 (E+P, E+A+P, and E+A+C+P) are analyzed below and in *Technical Appendix F*.

## A. Existing (2012) Plus Project CMP Analysis (E+P)

As previously stated, for purposes of full disclosure and in an effort to satisfy CEQA Guidelines §15125(a), this subsection presents an analysis of existing traffic volumes plus traffic generated by the proposed Project (Existing plus Project, or E+P). The E+P scenario rarely materializes as an actual scenario in the real world because conditions are not static. Other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Regardless, the E+P scenario is analyzed to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

#### ■ E+P Freeway Segment Analysis

E+P mainline directional volumes for I-215 for the AM and PM peak hours are shown on Figure 4.4-37, *Existing Plus Project I-215 Freeway Mainline Volumes*. As shown in Table 4.4-21, *Existing Plus Project Conditions Basic Freeway Segment Analysis*, I-215 Freeway segments in the study area operate at LOS "C" or better during the peak hours for E+P traffic conditions. The addition of Project traffic would not degrade the LOS. Project-related impacts would thus be less than significant.

#### ■ E+P Freeway Ramp Analysis

A traffic progression analysis was performed for the I-215 Freeway ramp merge and diverge areas. As shown in Table 4.4-22, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing Plus Project Conditions*, the ramp merge and diverge areas would operate at acceptable LOS "E" or better during the peak hours under E+P traffic conditions. The addition of Project traffic would not degrade the LOS. Project-related impacts would thus be less than significant.

# B. Opening Year CMP Analysis (Opening Year (2017))

The Opening Year (2017) conditions analysis determines the Project-related effects on I-215 based on a comparison of the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions to the Existing (2012) and Existing plus Ambient Growth (E+A) conditions.



## Opening Year (2017) Freeway Segment Analysis

Opening Year (2017) mainline directional volumes for I-215 for the AM and PM peak hours (Without and With Project) are shown on Figure 4.4-38, *Opening Year* (2017) *Without Project I-215 Freeway Mainline Volumes*, and Figure 4.4-39, *Opening Year* (2017) *With Project I-215 Freeway Mainline Volumes*. As shown in Table 4.4-23, *Opening Year* (2017) *Conditions Basic Freeway Segment Analysis*, I-215 Freeway segments in the study area would operate at an acceptable LOS during the peak hours for Opening Year (2017) Without and With Project traffic conditions. Project-related impacts would thus be less than significant.

## Opening Year (2017) Freeway Ramp Analysis

As shown in Table 4.4-24, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year* (2017) Conditions, the I-215 Freeway ramp merge and diverge areas are expected to operate at acceptable service levels for Opening Year (2017) traffic conditions, both Without and With the Project. Project-related impacts would thus be less than significant.

# C. Opening Year Cumulative (2017) Traffic Analysis

As discussed in Subsection 4.02, CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. The Opening Year Cumulative (2017) analysis determines the Project-related traffic impacts based on a comparison of the traffic volumes expected in 2017 without and with development of the proposed Project, including background traffic from cumulative development projects. Refer to Subsection 4.4.3B, for a description of the methodology used for this analysis.

# □ Opening Year Cumulative (2017) Freeway Segment Analysis

Opening Year Cumulative (2017) mainline directional volumes for I-215 for the AM and PM peak hours (without and with Project) are shown on Figure 4.4-40, *Opening Year Cumulative* (2017) Without Project I-215 Freeway Mainline Volumes, and Figure 4.4-41, *Opening Year Cumulative* (2017) With Project I-215 Freeway Mainline Volumes. As shown in Table 4.4-25, *Opening Year Cumulative* (2017) Conditions Basic Freeway Segment Analysis, the study area mainline segments would operate at acceptable LOS during the peak hours for Opening Year Cumulative (2017) Without and With Project traffic conditions; therefore, the Project would have a less than significant impact to freeway segments.

## Opening Year Cumulative (2017) Freeway Ramp Analysis

As shown in Table 4.4-26, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year Cumulative (2017) Conditions*, the ramp junctions along the I-215 Freeway are projected to operate at acceptable service levels for both Opening Year (2017) Without and With Project conditions (i.e., LOS "E" or better); therefore, the Project would have a less than significant impact to freeway ramps.



Threshold 3: Would the proposed Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed Project does not contain an air travel component; thus, air traffic volumes would not be changed as a result of the Project.

The Project site is located approximately 0.9-mile to the east of the March Air Reserve Base and March Inland Port Airport ARB/IPA. The Riverside County Airport Land Use Commission (RCALUC) is the local airport land use commission for airports within Riverside County, and pursuant to the California State Aeronautics Act (Public Utility Code §21670 et seq.) is tasked with preparing and adopting an airport land use compatibility plan, and for reviewing proposed plans, regulations, and other actions of local agencies and airport operators for consistency with the plan.

The proposed Project site is located within the March ARB Joint Land Use Study Compatibility Zone D. Compatibility Zone D is intended to encompass places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are considered low and Zone D is not subject to significant safety hazards; therefore, the proposed Project would not introduce a safety risk and would not cause a change in traffic patterns. No impacts would occur (March Joint Powers Authority, 2010).

Threshold 4: Would the proposed Project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

The proposed Project (described in Section 3.0, Project Description) is consistent with the property's land use designations as applied by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208), as well as the property's zoning designation. As such, there would be no transportation hazards created as a result of an incompatible land use. The Project proposes to construct and operate one warehouse distribution building in an area of the City of Moreno Valley that is planned for such development and is adjacent to the City's designated truck route. To reduce inadvertent wrong turns, signs are proposed to be posted at the Project's exit driveways directing vehicles to the truck route.

The City of Moreno Valley Transportation Engineering Division has reviewed the Project's application materials (refer to Section 3.0, Project Description) and determined that no hazardous transportation design features would be introduced by the Project; therefore, the Project would have a less than significant impact because it would not result in increased hazards from a design feature and/or incompatible uses.

### Threshold 5: Would the proposed Project result in inadequate emergency access?

Adequate emergency access would be provided to the Project site. Buildout of the proposed Project would result in one new distribution warehouse building on the Project site, which would increase the need for emergency access to and from the site. During the course of the City of Moreno Valley's

required review of the proposed Project (refer to Section 3.0, Project Description), the Project's transportation design was reviewed by the City's Transportation Engineering Division to ensure that adequate access to and from the site would be provided for emergency vehicles. Furthermore, Conditions of Approval will be issued by the City of Moreno Valley prior to consideration of the proposed Project by City Council, and will require that the Project provide adequate paved access to and from the site and its building. With required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

Threshold 6: Would the proposed Project conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed Project consists of one new distribution warehouse building, which is a land use that is not likely to attract large volumes of pedestrian, bicycle, or transit traffic. (Field observations indicate nominal pedestrian and bicycle activity within the study area (Urban Crossroads, 2013, p. 35)). Regardless, the Project is designed to comply with all applicable transportation policies.

The Project is designed to accommodate pedestrians via sidewalks provided along adjacent public roadways. A Class III bikeway is designated along Indian Street north of San Michele Road and along San Michele Road, west of Indian Street, in conformance with the General Plan's Bikeway Plan. Perris Boulevard and Nandina Avenue are not identified as bikeways per the General Plan Bikeway Plan (as shown on Figure 4.4-12) and pursuant to the policies of the MVIAP, bikeways are not required and not proposed along the proposed Project's frontage with Perris Boulevard and Nandina Avenue. Landscaping is designed to be installed along the Project's perimeter, which would separate the adjacent public roadway rights-of-way (and their associated streetscapes, sidewalks, and bikeways) from the proposed Project's interior, eliminating any conflict between Project operations and the sidewalks and bikeways of perimeter roadways. As required by the City, bike racks would be provided at the building. A transit turnout also is proposed along the Project's frontage with Perris Boulevard, as requested by RTA to implement a transit service stop adjacent to the Project site. All Project driveways would be stop-sign controlled and sight distance at each Project driveway is required to be reviewed by the City of Moreno Valley at the time improvement plans are submitted to ensure that sight distance meets City standards. Off site, trucks accessing the Project are required to use approved truck routes, which would reduce conflicts associated with safety of the multi-model circulation system. The Project would not conflict with adopted policies or programs; therefore, impacts would be less than significant.

#### 4.4.5 CUMULATIVE IMPACT ANALYSIS

The analysis under Threshold 1 determined the Project's potential to affect the transportation network on a direct or cumulative basis. As concluded under Threshold 1, the addition of Project traffic to the existing and planned circulation network would make a cumulatively considerable contribution to seven (7) roadway segments and five (5) intersections in Opening Year Cumulative (2017) Conditions. Table 4.4-20 summarizes the Opening Year Cumulative (2017) intersection conditions.

The analysis under Threshold 2 determined the Project's potential to affect I-215 on a direct or cumulative basis. As concluded under Threshold 2, the addition of Project traffic to the existing and

planned circulation network would not contribute to an unacceptable LOS condition on freeway mainlines and ramp junctions; therefore, the Project would make a less than cumulatively considerable impact on the I-215 freeway mainline segments and ramp junctions.

The proposed Project has no potential to contribute to significant cumulative impacts under the topics discussed under Thresholds 3, 4, and 5 because the Project has no potential to cumulatively result in changes to air traffic patterns, to result in cumulatively considerable transportation design safety concerns, or to adversely affect emergency access on a cumulative basis.

Regarding Threshold 6, the Project would not conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities and thus has no potential to contribute to a cumulative impact. The Project incorporates bicycle racks, sidewalks, and a transit turnout into its design to facilitate local and regional plans for a multi-model transportation network. The Project consists of one distribution warehouse building, which is likely to attract passenger cars and trucks and only small volumes of pedestrian, bicycle, or transit traffic. Landscaping is designed to be installed along the Project's perimeter and all Project driveways would be reviewed for adequate sight distance before construction and be stop-sign controlled. Trucks would be directed to the approved truck route by signs posted at Project exit driveways. The Project would have a less than significant cumulatively considerable impact and is consistent with adopted policies and programs regarding public transit, bicycle, and pedestrian facilities.

#### 4.4.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold 1: Significant Cumulative Impact (Near-Term). The proposed Project would result in cumulatively considerable significant impacts to the existing and planned roadway network by contributing traffic to facilities that would operate at deficient levels of service with or without the addition of Project traffic. Project traffic would make a cumulatively considerable contribution to identified cumulative impacts at seven (7) roadway segments and five (5) intersections in Opening Year Cumulative (2017) Conditions. With required payment of City of Moreno Valley DIF fees and TUMF fees (see MM 4.4-4) and implementation of the DIF and TUMF-funded improvements at the cumulatively impacted facilities, all cumulatively impacted roadway segments and intersections in Opening Year Cumulative (2017) Conditions would be reduced to a less than significant impact with the exception of two (2) intersections: Western Way/Harley Knox Boulevard (Project's traffic contribution is 3.3%) and Indian Street/ Harley Knox Boulevard (Project's traffic contribution is 3.5%)). Although improvements are anticipated to relieve these deficiencies in the long-term along Harley Knox Boulevard, funded by the North Perris Road Bridge and Benefit District, there is no assurance that the improvements will be in place at the time of the proposed Project's Opening Year Cumulative (2017) Conditions. Thus, the cumulative impact is considered a near-term impact, until such time as the intersection improvements are in place.

<u>Threshold 2: Less than Significant Impact.</u> The proposed Project would result in less than significant direct and cumulative impacts to CMP facilities.

<u>Threshold 3: No Impact</u>. There is no potential for the Project to change air traffic levels or create substantial air traffic safety risks.

<u>Threshold 4: Less than Significant Impact</u>. No significant transportation safety hazards would be introduced as a result of the proposed Project's design.

<u>Threshold 5: Less than Significant Impact</u>. Adequate emergency access would be provided to the Project site during both near-term construction and long-term operation.

<u>Threshold 6: Less than Significant Impact</u>. The proposed Project is consistent with adopted policies and programs regarding public transit, bicycle, and pedestrian facilities. The Project is designed to reduce all potential transportation mode conflicts. Potential impacts to the performance or safety of transit, bicycle, and pedestrian systems would be less than significant.

#### 4.4.7 MITIGATION MEASURES

The Project Applicant is required to pay TUMF fees (see MM 4.4-4); however, currently programed TUMF improvements will not relieve LOS deficiencies at two (2) study area intersections. The North Perris Road and Bridge Benefit District (RBBD) identifies improvements to Harley Knox Boulevard and the two cumulatively impacted intersections of Harley Knox Boulevard with Western Way and with Indian Avenue. However, because the Project site is not located in the City of Perris and not located in the North Perris RBBD fee area, the Project Applicant is not required to monetarily contribute to the expense of these planned improvements. The following measure is recommended should another funding program be established for these cumulatively impacted intersections by the City of Perris to which projects in other jurisdictions can legally contribute.

- MM 4.4-1 In the event that the City of Perris establishes a fair-share funding program for improvements to the following intersections (or immediately adjacent roadways segments that contribute to the intersection's level of service), that applies to projects in the City of Moreno Valley, then prior to the issuance of a building permit for the project, the Project Applicant shall contribute a fair-share payment to the established funding program to address the Project's cumulative impacts to the following facilities:
  - a) Intersection of Western Way/ Harley Knox Boulevard (Project's fair-share contribution is 3.3%);
  - b) Intersection of Indian Street/ Harley Knox Boulevard (Project's fair-share contribution is 3.5%)
- MM 4.4-2 Prior to the issuance of occupancy permits, the Project shall construct roadway improvements (including but not limited to parkway, landscaping, and sidewalk improvements) along its frontage with Perris Boulevard and San Michele Road as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.
- MM 4.4-3 Prior to the issuance of occupancy permits, the Project shall construct intersection improvements at each Project Driveway as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.

- MM 4.4-4 Prior to the issuance of building or occupancy permits, the Project shall comply with the City of Moreno Valley Development Impact Fee (DIF) program, which requires the payment of a fee to the City to reduce traffic congestion by participating in funding the installation of intersection improvements. Prior to the issuance of occupancy permits, the project also shall comply with the Transportation Uniform Mitigation Fee (TUMF) program, which funds off-site regional transportation improvements. The following study area intersection improvements are currently covered under DIF-funding and/or TUMF-funding:
  - a) I-215 Southbound Ramps/ Harley Knox Boulevard (ID #1): One (1) southbound lane; one (1) westbound lane; and re-striping for one southbound lane and one southbound right turn.
  - b) I-215 Northbound Ramps/ Harley Knox Boulevard (ID #2): One westbound free right lane, and re-striping for one (1) northbound right turn lane.
  - c) Patterson Avenue/ Harley Knox Boulevard (ID #4): One (1) eastbound turn lane, and one (1) westbound turn lane.
  - d) Indian Street/ Nandina Avenue (ID #5): One (1) northbound turn lane; one (1) southbound turn lane; one (1) southbound right turn lane; one (1) eastbound lane; and protected left-turn on eastbound and westbound approaches.
  - e) Indian Street/ Harley Knox Boulevard (ID #6): Two (2) southbound right turn lanes with overlapping phasing; one (1) eastbound lane; one (1) eastbound turn lane; and remove cross-walk on north leg (westbound approach).
  - f) Perris Boulevard/ San Michele Road (ID #12): One southbound turn lane.
- MM 4.4-5 On-site direction signing and striping shall be installed in conjunction with detailed construction plans for the Project and as approved by the City of Moreno Valley. The on-site signing and striping plans shall be subject to review and approval by the Planning Division, and shall clearly indicate the location of service area docks and public parking areas.
- MM 4.4-6 All final grading, landscaping, and street improvement plans shall provide sight distance standards in accordance with City of Moreno Valley and California Department of Transportation (Caltrans) standards, as appropriate.
- MM 4.4-7 The minimum number of vehicle and bicycle parking spaces specified by the City of Moreno Valley Municipal Code shall be provided.
- MM 4.4-8 A future transit stop shall be provided by the Project on the southbound side of Perris Boulevard as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.



#### 4.4.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold 1: Significant Cumulative Impact (Near-Term). With required payment of TUMF fees (see MM 4.4-4), the Project's cumulative impacts at two (2) intersections in the City of Perris (Western Way/Harley Knox Boulevard and Indian Street/Harley Knox Boulevard) would be significant and unavoidable because these intersections fall outside of the City of Moreno Valley's jurisdiction and the City of Moreno Valley has no authority to assure that the needed improvements will be in place prior to the Project's Opening Year Cumulative (2017) condition. Although needed improvements are programmed as part of the North Perris RBBD, the proposed Project is not in the RBBD fee area and as such, has no feasible and legal means to monetarily contribute to the improvements unless another fee program is established by the City of Perris to which the Project Applicant can legally contribute. In conclusion, because there is no assurance that these improvements would be in place prior to the Project's Opening Year Cumulative (2017) condition, the Project's cumulative impact to the intersections of Western Way/ Harley Knox Boulevard and Indian Street/Harley Knox Boulevard is concluded to be significant and unavoidable in the near-term, until such time as the identified improvements are funded and in place. If a funding program is established to which the Project Applicant can participate as specified in Mitigation Measure MM 4.4-1, the Project's impact would be mitigated.

Table 4.4-1 Project Trip Generation Summary

			AM Peak Hour		PI				
Land Use	Quantity	Units '	In	Out	Total	In	Out	Total	Daily
Parcel 1 (High-Cube Warehouse)	400.130	TSF							
Passenger Cars:			11	6	17	6	12	18	265
Truck Trips:									
2-axle:			2	1	3	1	2	4	53
3-axle:			7	4	10	4	7	11	160
4+-axle:			24	13	37	13	27	41	588
- Net Truck Trips (PCE) <sup>2</sup>			33	18	50	18	37	56	801
First Inland Logistics Center II (PCE) <sup>3</sup>			43	23	67	24	50	74	1,066

<sup>&</sup>lt;sup>1</sup> TSF = Thousand Square Feet.

Source: (Urban Crossroads, 2013), Section 4.2

Table 4.4-2 Roadway Segment Analysis Locations

ID	Roadway Segments	Jurisdiction
1	Harley Knox Boulevard, West of I-215 Freeway	County of Riverside
2	Harley Knox Boulevard, between I-215 SB and NB Ramps	Perris
3	Harley Knox Boulevard, between I-215 NB Ramps and Western Way	Perris
4	Harley Knox Boulevard, East of Western Way	Perris
5	Harley Knox Boulevard, West of Patterson Avenue	Perris
6	Harley Knox Boulevard, East of Patterson Avenue	Perris
7	Harley Knox Boulevard, West of Indian Street	Perris
8	Harley Knox Boulevard, East of Indian Street	Perris
9	Western Way, North of Harley Knox Boulevard	Perris
10	Patterson Avenue, North of Harley Knox Boulevard	Perris
11	Patterson Avenue, South of Harley Knox Boulevard	Perris
12	Indian Street, North of Nandina Avenue	Moreno Valley
13	Indian Street, South of Nandina Avenue	Moreno Valley
14	Indian Street, North of Harley Knox Boulevard	Moreno Valley
15	Indian Street, South of Harley Knox Boulevard	Perris
16	Knox Street, North of Nandina Avenue	Moreno Valley
17	Perris Boulevard, North of San Michele Road	Moreno Valley
18	Perris Boulevard, South of San Michele Road	Moreno Valley
19	Perris Boulevard, North of Nandina Avenue	Moreno Valley
20	Perris Boulevard, South of Nandina Avenue	Moreno Valley
21	San Michele Road, West of Driveway 1	Moreno Valley
22	San Michele Road, between Driveway 1 and Driveway 3	Moreno Valley
23	San Michele Road, between Driveway 3 and Perris Boulevard	Moreno Valley
24	Nandina Avenue, West of Indian Street	Moreno Valley
25	Nandina Avenue, between Indian Street and Knox Street	Moreno Valley
26	Nandina Avenue, between Knox Street and Driveway 2	Moreno Valley
27	Nandina Avenue, between Driveway 2 and Driveway 4	Moreno Valley
28	Nandina Avenue, between Driveway 4 and Perris Boulevard	Moreno Valley

Source: (Urban Crossroads, 2013), Section 1.3.2

<sup>&</sup>lt;sup>2</sup> Based on the following Passenger Car Equivalent Factors: 2-axle = 1.5 PCE, 3-axle = 2.0 PCE, 4+-axle = 3.0 PCE. (See Table 1)

<sup>3</sup> TOTAL TRIPS (PCE) = Passenger Cars + Net Truck Trips (PCE).



Table 4.4-3 Intersection Analysis Locations

ID	Intersection Location	Jurisdiction
1	I-215 Southbound Ramps / Harley Knox Boulevard	Caltrans
2	I-215 Northbound Ramps / Harley Knox Boulevard	Caltrans
3	Western Way / Harley Knox Boulevard	Perris
4	Patterson Avenue / Harley Knox Boulevard	Perris
5	Indian Street / Nandina Avenue	Moreno Valley
6	Indian Street / Harley Knox Boulevard	Perris
7	Knox Street / Nandina Avenue	Moreno Valley
8	Driveway 1 / San Michele Road – Future Intersection	Moreno Valley
9	Driveway 2 / Nandina Avenue – Future Intersection	Moreno Valley
10	Driveway 3 / San Michele Road – Future Intersection	Moreno Valley
11	Driveway 4 / Nandina Avenue – Future Intersection	Moreno Valley
12	Perris Boulevard / San Michele Road	Moreno Valley
13	Perris Boulevard / Nandina Avenue	Moreno Valley

Source: (Urban Crossroads, 2013), Section 1.3.1

**Table 4.4-4 Freeway Mainline Segments** 

ID	Freeway Mainline Segments
1	I-215 Freeway – Southbound, north of Harley Knox Boulevard
2	I-215 Freeway – Southbound, south of Harley Knox Boulevard
3	I-215 Freeway – Northbound, north of Harley Knox Boulevard
4	I-215 Freeway – Northbound, south of Harley Knox Boulevard

Source: (Urban Crossroads, 2013). 2012, Section 1.3.3

Table 4.4-5 Freeway Merge/Diverge Ramp Junctions

ID	Freeway Merge/Diverge Ramp Junctions									
1	I-215 Freeway – Southbound, Off-Ramp at Harley Knox Boulevard (Diverge)									
2	I-215 Freeway – Southbound, On-Ramp at Harley Knox Boulevard (Merge)									
3	I-215 Freeway – Northbound, On-Ramp at Harley Knox Boulevard (Merge)									
4	I-215 Freeway – Northbound, Off-Ramp at Harley Knox Boulevard (Diverge)									

Source: (Urban Crossroads, 2013), Section 1.3.4



Table 4.4-6 Existing (2012) Conditions Roadway Volume/Capacity Analysis

				Roadway	LOS	Existing			Acceptable
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,3</sup>	(2012)	V/C	LOS	LOS
1		West of I-215 Freeway	Co. of Riv.	4D	35,900	7,884	0.22	Α	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35,900	10,824	0.30	Α	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	14,844	0.57	Α	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	14,052	0.54	Α	D
5	Boulevard	West of Patterson Avenue	Perris	4U	25,900	13,992	0.54	Α	D
6		East of Patterson Avenue	Perris	2D	18,000	13,152	0.73	С	D
7		West of Indian Street	Perris	4D	35,900	11,592	0.32	Α	D
8		East of Indian Street	Perris	4D	35,900	5,856	0.16	Α	D
9	Westem Way	North of Harley Knox Boulevard	Perris	2U	13,000	1,200	0.09	Α	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	132	0.01	Α	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,236	0.10	Α	D
12		North of Nandina Avenue	MV	2D	12,500	3,672	0.29	Α	D
13	Indian Street	South of Nandina Avenue	MV	4D	37,500	6,168	0.16	Α	D
14	inulan Street	North of Harley Knox Boulevard	MV	4D	37,500	7,572	0.20	Α	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	1,428	0.04	А	D
16	Knox Street	North of Nandina Avenue	MV	2D	12,500	324	0.03	Α	D
17		North of San Michele Road	MV	3D	25,000	18,960	0.76	С	D
18	Perris	South of San Michele Road	MV	4D	37,500	16,932	0.45	Α	D
19	Boulevard	North of Nandina Avenue	MV	4D	37,500	19,962	0.53	Α	D
20		South of Nandina Avenue	MV	4D	37,500	19,956	0.53	Α	D
21	San Michele	West of Driveway 1	MV	2D	12,500	3,444	0.28	Α	D
22	Road	Driveway 1 to Driveway 3	MV	2D	12,500	3,444	0.28	Α	D
23		Driveway 3 to Perris Boulevard	MV	2D	12,500	3,444	0.28	Α	D
24		West of Indian Street	MV	2U	12,500	1,236	0.10	Α	D
25	Nandina	Indian Street to Knox Street	MV	2D	12,500	2,340	0.19	Α	D
26	Avenue	Knox Street to Driveway 2	MV	2D	12,500	1,608	0.13	Α	D
27		Driveway 2 to Driveway 4	MV	2U	12,500	1,068	0.09	Α	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	1,068	0.09	Α	D

<sup>&</sup>lt;sup>1</sup> Per Figure 9-2: City of Moreno Valley Level of Service (LOS) Standards, City of Moreno Valley General Plan Circulation Element. From Table CE-2 of the City of Perris General Plan Circulation Element.

Source: (Urban Crossroads, 2013). 2012, Section 3.11

<sup>&</sup>lt;sup>2</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's Traffic Impact Analysis
Transportation Division's Traffic Impact Analysis Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for
planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors
as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical
alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

<sup>&</sup>lt;sup>9</sup> The City of Perris roadway standard capacity is LOS "D", with the exception of SR-74 and Cajalco/Ramona Expressway which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "D" capacity with the exception of segments along SR-74 and Cajalco/Ramona Expressway which have been based upon LOS "E" capacity.



Table 4.4-7 Unsignalized Intersection LOS Thresholds

Level of Service	Description	Average Control Per Vehicle (Seconds)
A	Little or no delays.	0 to 10.00
В	Short traffic delays.	10.01 to 15.00
С	Average traffic delays.	15.01 to 25.00
D	Long traffic delays.	25.01 to 35.00
Е	Very long traffic delays.	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded.	> 50.00

Source: (Urban Crossroads, 2013), Section 2.2.2

Table 4.4-8 Intersection Analysis for Existing (2012) Conditions

Г					Intersection Approach Lanes <sup>1</sup>								Del	lay <sup>2</sup>	Lev	el of			
ı			Traffic	Northbound		Southbound		Eastbound		ınd	Westbound		und	(secs.)		Service			
#	Intersection	Jurisdiction	Control <sup>3</sup>	L	Т	R	L	Ţ	R	Ŀ	T	R	L	T	R	AM	PM	AM	PM
1	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	0	0	0	0	1	1	0	2	d	1	2	0	23.7	26.8	С	С
2	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	0	1	1	0	0	0	1	2	0	0	2	d	17.7	18.1	В	В
3	Western Wy. / Harley Knox Bl.	Perris	CSS	0	0	0	0	1	0	0	2	0	0	2	0	11.7	13.0	В	В
4	Patterson Av. / Harley Knox Bl.	Perris	TS	0	4	0	0	1	0	1	1	1	1	1	0	17.9	17.6	В	В
5	Indian St. / Nandina Av.4	MV	AWS	1	1	d	1	1	0	0	1	0	1	1	1	9.5	10.6	Α	В
6	Indian St. / Harley Knox Bl.	Perris	TS	2	2	1	1	2	0>	1	1	1	2	2	0	30.8	29.3	С	С
7	Knox St. / Nandina Av.	MV	css	0	0	0	1	0	1	1	1	0	0	1	0	9.1	9.3	Α	Α
8	Driveway 1 / San Michele Rd.	MV						Futu	ire In	terse	ction								
9	Driveway 2 / Nandina Av.	MV						Futu	ire In	terse	ction								
10	Driveway 3 / San Michele Rd.	MV						Futu	ire In	terse	ction								
11	Driveway 4 / Nandina Av.	MV						Futu	ire In	terse	ction								
12	Perris Bl. / San Michele Rd.	MV	TS	1	2	1	1	1	1>	1	1	0	1	1	1	36.0	36.8	D	D
13	Perris Bl. / Nandina Av.	MV	TS	1	3	0	1	1	0	1	2	0	1	1	1	41.7	50.6	D	D

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

Source: (Urban Crossroads, 2013), Section 3.7

Table 4.4-9 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing (2012) Baseline Conditions

Freeway	ction	Dawn on Comment	Lanes on	AM Pea	k Hour	PM Peak Hour		
Free	Diriection	Ramp or Segment	Freeway	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	
ау	gs —	Off-Ramp at Harley Knox Boulevard	3	19.2	В	25.9	С	
ee.w	\frac{1}{2}	On-Ramp at Harley Knox Boulevard	3	16.7	В	23.2	С	
5FI	9	On-Ramp at Harley Knox Boulevard	3	24.1	С	19.2	В	
I-215 Freeway	Z   _	Off-Ramp at Harley Knox Boulevard	3	24.9	С	18.7	В	

<sup>1</sup> Density is measured by passenger cars per mile per lane (pc/mi/ln).

Source: (Urban Crossroads, 2013), Section 3.11

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

It should be noted that although signal heads are installed, field review indicates that the signal heads are currently flashing red. As such, this intersection was analyzed assuming an all-way stop control operation for existing conditions only. Future analysis scenarios assume the traffic signal is operational.



# Table 4.4-10 Existing (2012) Baseline Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Volume		Truck %	Truck %		Density <sup>2</sup>		LOS	
Sce	Dire		AM	РМ	АМ	РМ	Lanes <sup>1</sup>	АМ	РМ	АМ	РМ
(2012)	SB	North of Harley Knox Boulevard	2,578	3,837	3%	4%	3	14.1	21.1	В	С
1 (20	S	South of Harley Knox Boulevard	2,526	3,874	4%	4%	3	13.9	21.3	В	С
Existing	NB B	North of Harley Knox Boulevard	3,978	2,945	4%	4%	3	21.9	16.2	С	В
Ä	z	South of Harley Knox Boulevard	3,766	2,633	4%	4%	3	20.7	14.5	С	В

<sup>&</sup>lt;sup>1</sup> Number of lanes are in the specified direction and is based on existing conditions.

Source: (Urban Crossroads, 2013), Section 3.11

Table 4.4-11 Moreno Valley Roadway Segment Capacity LOS Thresholds

Facility Type	Level of Service Capacity <sup>1</sup>										
Facility Type	Α	В	С	D	E						
Six Lane Divided Arterial	33,900	39,400	45,000	50,600	56,300						
Four Lane Divided Arterial	22,500	26,300	30,000	33,800	37,500						
Four Lane Undivided Arterial	15,000	17,500	20,000	22,500	25,000						
Two Lane Industrial Collector	7,500	8,800	10,000	11,300	12,500						
Two Lane Undivided Residential	N/A	N/A	N/A	N/A	2,000						

<sup>&</sup>lt;sup>1</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's TIA Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective roadway classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle

Source: (Urban Crossroads, 2013), Section 2.3

<sup>&</sup>lt;sup>2</sup>Density is measured by passenger cars per mile per lane (pc/mi/ln).

Table 4.4-12 Perris Roadway Segment Capacity LOS Thresholds<sup>1</sup>

Roadway	Number of		Level	of Service Ca	apacity <sup>1</sup>	
Classification	Lanes	Α	В	С	D	E
Collector	2	7,800	9,100	10,400	11,700	13,000
Collector	4	15,540	18,130	20,700	23,300	25,900
Arterial	2	10,800	12,600	14,400	16,200	18,000
Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	4	24,540	28,630	32,700	36,800	40,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

<sup>&</sup>lt;sup>1</sup> Roadway capacities have been extracted from Table CE-2 of the City of Perris General Plan Circulation Element. All capacity thresholds are based on optimum conditions and are intended as guidelines for planning purposes only. Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual level of Service Tables. The City of Perris requires Level of Service "D" capacities to be maintained on City roadways with the exception of SR-74 and Cajalco/Ramona Expressway, where the local road standard is Level of Service "E".

Source: (Urban Crossroads, 2013), Section 2.3

Table 4.4-13 Signalized Intersection LOS Thresholds

Level of		Average Control
Service	Description	Delay (Seconds)
Α	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
В	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
С	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
Е	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Source: (Urban Crossroads, 2013), Section 2.1

Table 4.4-14 Freeway Mainline LOS Thresholds

Level of Service	Description	Density Range (pc/mi/ln) <sup>1</sup>
А	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
В	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
C	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

<sup>&</sup>lt;sup>1</sup> pc/mi/ln = passenger cars per mile per lane. Source: HCM 2000, Chapter 23

Source: (Urban Crossroads, 2013), Section 2.4



# Table 4.4-15 Existing Plus Project Conditions Roadway Volume/Capacity Analysis<sup>1</sup>

				Roadway	LOS	Existing Plus			Acceptable
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,3</sup>	Project	V/C	LOS	LOS
1		West of I-215 Freeway	Co. of Riv.	4D	35,900	7,884	0.22	Α	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35,900	11,358	0.32	Α	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	15,751	0.61	В	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	14,959	0.58	Α	D
5	Boulevard	West of Patterson Avenue	Perris	4U	25,900	14,899	0.58	Α	D
6		East of Patterson Avenue	Perris	2D	18,000	14,073	0.78	С	D
7		West of Indian Street	Perris	4D	35,900	12,512	0.35	Α	D
8		East of Indian Street	Perris	4D	35,900	5,856	0.16	Α	D
9	Western Way	North of Harley Knox Boulevard	Perris	2U	13,000	1,200	0.09	Α	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	132	0.01	Α	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,250	0.10	Α	D
12		North of Nandina Avenue	MV	2D	12,500	3,950	0.32	Α	D
13	Indian Street	South of Nandina Avenue	MV	4D	37,500	7,141	0.19	Α	D
14	iridiari Street	North of Harley Knox Boulevard	MV	4D	37,500	8,545	0.23	Α	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	1,481	0.04	Α	D
16	Knox Street	North of Nandina Avenue	MV	2D	12,500	324	0.03	Α	D
17	8	North of San Michele Road	MV	3D	25,000	19,026	0.76	С	D
18	Perris	South of San Michele Road	MV	4D	37,500	16,998	0.45	Α	D
19	Boulevard	North of Nandina Avenue	MV	4D	37,500	19,759	0.53	Α	D
20		South of Nandina Avenue	MV	4D	37,500	19,984	0.53	A	D
21	San Michele	West of Driveway 1	MV	2D	12,500	3,902	0.31	Α	D
22	Road	Driveway 1 to Driveway 3	MV	2D	12,500	3,396	0.27	Α	D
23		Driveway 3 to Perris Boulevard	MV	2D	12,500	3,496	0.28	Α	D
24		West of Indian Street	MV	2U	12,500	1,236	0.10	Α	D
25	Nandina	Indian Street to Knox Street	MV	2D	12,500	3,035	0.24	Α	D
26	Avenue	Knox Street to Driveway 2	MV	2D	12,500	2,303	0.18	Α	D
27		Driveway 2 to Driveway 4	MV	2U	12,500	1,072	0.09	Α	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	1,135	0.09	Α	D

<sup>&</sup>lt;sup>1</sup> Per Figure 9-2: City of Moreno Valley Level of Service (LOS) Standards, City of Moreno Valley General Plan Circulation Element. From Table CE-2 of the City of Perris General Plan Circulation Element.

Source: (Urban Crossroads, 2013), Section 5.2

<sup>&</sup>lt;sup>2</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's Traffic Impact Analysis
Transportation Division's Traffic Impact Analysis Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for planning
purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections
(spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight
distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

<sup>&</sup>lt;sup>3</sup> The City of Perris roadway standard capacity is LOS "D", with the exception of SR-74 and Cajalco/Ramona Expressway which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "D" capacity with the exception of segments along SR-74 and Cajalco/Ramona Expressway which have been based upon LOS "E" capacity.



Table 4.4-16 Intersection Analysis for Existing Plus Project Conditions

Г						3	nters	ectio	on Ap	proa	ch L	anes	1			De	lay <sup>2</sup>	Level of	
ı			Traffic	Nor	thbo	und	Sou	ıthbo	bund	Ea	stbo	und	We	stbo	und	(se	cs.)	Ser	vice
#	Intersection	Jurisdiction	Control <sup>3</sup>	L	Ţ	R	L	τ	R	L	Ţ	R	L	T	R	AM	PM	AM	PM
4	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	0	0	0	0	1	1	0	2	d	1	2	0	25.7	28.5	С	0
2	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	0	1	1	0	0	0	1	2	0	0	2	d	17.6	18.0	С	В
3	Western Wy. / Harley Knox Bl.	Perris	css	0	0	0	0	1	0	0	2	0	0	2	0	11.9	13.5	В	В
4	Patterson Av. / Harley Knox Bl.	Perris	TS	0	1	0	0	1	0	1	1	1	1	1	0	18.2	18.0	В	В
5	Indian St. / Nandina Av.	MV	TS	1	1	d	1	1	1	0	1	0	1	1	1	30.7	28.1	С	С
6	Indian St. / Harley Knox Bl.	Perris	TS	2	2	1	1	2	0>	1	1	1	2	2	0	31.8	29.4	C	С
7	Knox St. / Nandina Av.	MV	CSS	0	0	0	1	0	1	1	1	0	0	1	0	9.4	9.6	Α	Α
8	Driveway 1 / San Michele Rd.	MV	<u>css</u>	0	1	0	0	0	0	0	2	0	1	1	0	10.1	10.5	В	В
9	Driveway 2 / Nandina Av.	MV	CSS	0	0	0	0	1	0	1	1	0	0	1	0	8.7	8.8	Α	Α
10	Driveway 3 / San Michele Rd.	MV	css	0	1	0	0	0	0	0	2	0	1	1	0	8.6	8.8	Α	Α
11	Driveway 4 / Nandina Av.	MV	CSS	0	0	0	0	1	0	1	1	0	0	1	0	9.0	8.8	Α	Α
12	Perris Bl. / San Michele Rd.	MV	TS	1	2	1	1	1	1>	1	1	1	1	1	1	36.2	36.9	D	D
13	Perris Bl. / Nandina Av.	MV	TS	1	3	0	1	2	1>	1	2	0	1	1	1	29.1	29.1	C	С

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

Source: (Urban Crossroads, 2013), Section 5.2

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal



Table 4.4-17 Opening Year (2017) Conditions Roadway Volume/Capacity Analysis<sup>1</sup>

- 0	-		91	Roadway	LOS	EA			Acceptable	EAP	-	9	Acceptable
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,3</sup>	(2017)	V/C	LOS	LOS	(2017)	V/C	LOS	LOS
1		West of I-215 Freeway	Co. of Riv.	4D	35,900	8,705	0.24	Α	D	8,705	0.24	Α	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35,900	11,951	0.33	Α	D	12,485	0.35	Α	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	16,389	0.63	В	D	17,296	0.67	В	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	15,515	0.60	Α	D	16,422	0.63	В	D
5	Boulevard	West of Patterson Avenue	Perris	4U	25,900	15,448	0.60	Α	D	16,355	0.63	В	D
6		East of Patterson Avenue	Perris	2D	18,000	14,521	0.81	D	D	15,442	0.86	D	D
7		West of Indian Street	Perris	4D	35,900	12,799	0.36	Α	D	13,719	0.38	Α	D
8		East of Indian Street	Perris	4D	35,900	6,466	0.18	Α	D	6,466	0.18	Α	D
9	Westem Way	North of Harley Knox Boulevard	Perris	2U	13,000	1,325	0.10	Α	D	1,325	0.10	Α	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	146	0.01	Α	D	146	0.01	Α	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,365	0.11	Α	D	1,379	0.11	Α	D
12		North of Nandina Avenue	MV	2D	12,500	4,054	0.32	Α	D	4,332	0.35	Α	D
13	Indian Street	South of Nandina Avenue	MV	4D	37,500	6,810	0.18	Α	D	7,783	0.21	Α	D
14	Iliulali Sileei	North of Harley Knox Boulevard	MV	4D	37,500	8,360	0.22	Α	D	9,333	0.25	Α	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	1,577	0.04	Α	D	1,630	0.05	Α	D
16	Knox Street	North of Nandina Avenue	MV	2D	12,500	358	0.03	Α	D	358	0.03	Α	D
17		North of San Michele Road	MV	3D	25,000	20,933	0.84	D	D	20,999	0.84	D	D
18	Perris	South of San Michele Road	MV	4D	37,500	18,694	0.50	Α	D	18,760	0.50	Α	D
19	Boulevard	North of Nandina Avenue	MV	4D	37,500	21,742	0.58	Α	D	21,809	0.58	Α	D
20		South of Nandina Avenue	MV	4D	37,500	22,033	0.59	Α	D	22,061	0.59	Α	D
21	San Michele	West of Driveway 1	MV	2D	12,500	4,001	0.32	Α	D	4,279	0.34	Α	D
22	Road	Driveway 1 to Driveway 3	MV	2D	12,500	3,749	0.30	Α	D	3,749	0.30	Α	D
23	7.30-1-2	Driveway 3 to Perris Boulevard	MV	2D	12,500	3,802	0.30	Α	D	3,854	0.31	Α	D
24		West of Indian Street	MV	2U	12,500	1,365	0.11	Α	D	1,365	0.11	Α	D
25	Nandina	Indian Street to Knox Street	MV	2D	12,500	2,584	0.21	Α	D	3,279	0.26	Α	D
26	Avenue	Knox Street to Driveway 2	MV	2D	12,500	1,775	0.14	Α	D	2,470	0.20	Α	D
27	104,00 MODEL - 100,00 LN	Driveway 2 to Driveway 4	MV	2U	12,500	1,153	0.09	Α	D	1,181	0.09	Α	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	1,179	0.09	Α	D	1,246	0.10	Α	D

<sup>1</sup> Per Figure 9-2: City of Moreno Valley Level of Service (LOS) Standards, City of Moreno Valley General Plan Circulation Element.

Source: (Urban Crossroads, 2013), Section 6.7

From Table CE-2 of the City of Perris General Plan Circulation Element.

<sup>&</sup>lt;sup>2</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's Traffic Impact Analysis

Transportation Division's Traffic Impact Analysis Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

<sup>&</sup>lt;sup>3</sup> The City of Perris roadway standard capacity is LOS "D", with the exception of SR-74 and Cajalco/Ramona Expressway which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "D" capacity with the exception of segments along SR-74 and Cajalco/Ramona Expressway which have been based upon LOS "E" capacity.



# Table 4.4-18 Intersection Analysis for Opening Year (2017) Conditions

				Ex Dela		(2012	)		EA (20	117)		EAP (2		2017)	
				De	lay <sup>1</sup>	Lev	el of	Del	ay <sup>1</sup>	Lev	el of	De	lay <sup>1</sup>	Lev	elof
			Traffic	(se	cs.)	Ser	vice	(se	cs.)	Ser	vice	(se	cs.)	Ser	vice
#	Intersection	Jurisdiction	Control <sup>3</sup>	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	23.7	26.8	С	С	24.9	36.6	С	D	28.5	41.3	С	D
2	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	17.7	18.1	В	В	18.2	19.0	В	В	18.0	19.0	В	В
3	Western Wy. / Harley Knox Bl.	Perris	CSS	11.7	13.0	В	В	12.4	14.1	В	В	12.6	14.7	В	В
4	Patterson Av. / Harley Knox Bl.	Perris	TS	17.9	17.6	В	В	18.7	18.4	В	В	19.1	18.9	В	В
5	Indian St. / Nandina Av.	MV	TS	23.3	23.4	С	С	23.5	23.9	С	С	23.9	25.7	С	С
6	Indian St. / Harley Knox Bl.	Perris	TS	30.8	29.3	С	С	31.6	29.9	С	С	33.0	30.1	С	С
7	Knox St. / Nandina Av.	MV	CSS	9.1	9.3	Α	Α	9.2	9.4	Α	Α	9.5	9.8	Α	Α
8	Driveway 1 / San Michele Rd.	MV	CSS	Fu	ture Int	ersect	ion	Fu	ture Inte	rsectio	n	10.4	10.8	В	В
9	Driveway 2 / Nandina Av.	MV	<u>css</u>	Fu	ture Int	ersect	ion	Fu	ture Inte	rsectio	n	8.7	8.8	Α	Α
10	Driveway 3 / San Michele Rd.	MV	<u>css</u>	Fu	ture Int	ersect	ion	Fu	ture Inte	rsectio	n	8.7	8.8	Α	Α
11	Driveway 4 / Nandina Av.	MΥ	css	Fu	ture Int	ersect	on	Fu	ture Inte	rsectio	n	9.1	8.9	Α	Α
12	Perris Bl. / San Michele Rd.	MV	TS	36.0	36.8	D	D	31.6	31.6	С	С	31.7	31.7	С	С
13	Perris Bl. / Nandina Av.	MV	TS	37.1	46.6	D	D	28	28.3	С	С	28.0	28.3	С	С

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Source: (Urban Crossroads, 2013), Section 6.4

<sup>&</sup>lt;sup>2</sup> MV = City of Moreno Valley, MJPA = March Joint Powers Authority

<sup>&</sup>lt;sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal



# Table 4.4-19 Opening Year Cumulative (2017) Conditions Roadway Volume/Capacity Analysis

E	777			Roadway	LOS	EAC		5,5	Acceptable	EAPC		7.3	Acceptable
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,8</sup>	(2017)	V/C	LOS	LOS	(2017)	V/C	LOS	LOS
1		West of I+215 Freeway	Co. of Riv.	4D	35,900	13,255	0.37	A	D	13.255	0.37	A	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35.900	24,732	0.69	В	D	25,266	0.70	В	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	36,174	1,40	F	D	37,081	1.43	F	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	35,300	1.35	F	D	36,207	1.40	F	D
5	Boulevard	West of Patterson Avenue	Perris	4LL	25,900	35,233	1.36	F	D	36,140	1.40	F	D
6		East of Patterson Avenue	Perris	2D	18,000	34,418	1.91	F	D	35,339	1.96	F	D
7		West of Indian Street	Perris	3D	25,000	32,697	1.31	F	D	33,617	1.34	F	D
8		East of Indian Street	Perris	3D	25,000	10,811	0.43	Α.	D	10,811	0.43	A	D
9	Western Way	North of Harley Knox Boulevard	Perris	2U	13,000	1.325	0.10	A	D	1,325	0,10	A.	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	154	0.01	A.	D	154	0.01	A	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,485	0.11	A	D	1,499	0.12	A	D
12		North of Nandina Avenue	MV	4D	37,500	14,862	0.40	A	D	15,140	0.40	Α	D
13	Indian Street	South of Nandina Avenue	MV	2D	12,500	20,893	1,67	F	D	21,867	1.75	F	D
14	Indian Street	North of Harley Knox Boulevard	MV	2D	12,500	22,312	1.78	F	D	23,286	1.86	F	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	5,278	0.15	A	D	5,332	0.15	A	D
16	Knox Street	North of Nandina Avenue	MV	2D	12.500	834	0.07	A.	D	834	0.07	A.	D
17	11.00	North of San Michele Road	MV	6D	56,300	30,121	0.54	A	D	30,187	0.54	Α	D
18	Perris	South of San Michele Road	MV	6D	56,300	26,870	0.48	A	D	26,938	0.48	A	D
19	Boulevard	North of Nandina Avenue	MV	6D	56,300	29,920	0.53	A	D	29,986	0.53	A	D
20		South of Nandina Avenue	MV	6D	56,300	29,209	0.52	A	D	29,233	0.52	A	Ď
21	San Michele	West of Driveway 1	MV	2D	12,500	5,729	0.46	A.	D	6.007	0.48	A	D
22	Road	Driveway 1 to Driveway 3	MV	2D	12,500	5,477	0.44	A	D	5,477	0.44	A	D
23	11 22	Driveway 3 to Perris Boulevard	MV	2D	12,500	5,530	0.44	Α	D	5,584	0.45	A	D
24		West of Indian Street	MV	2U	12,500	6,224	0.50	A	D	6,224	0.50	A	D
25	Nandina	Indian Street to Knox Street	MV	2D	12,500	5,600	0.45	A	D	6,296	0.50	A	D
26	Avenue	Knox Street to Driveway 2	MV	2D	12,500	4,343	0.35	Α	D	5,038	0.40	A	D
27		Driveway 2 to Driveway 4	MV	2U	12,500	3,463	0.28	A	D	3,491	0.28	A	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	3,489	0.28	A	D	3,555	0.28	A	D

<sup>\*</sup> Per Figure 9-2. City of Moreno Valley Level of Service (LOS) Standards, City of Moreno Valley General Plan Circulation Element.

Source: (Urban Crossroads, 2013), Section 7.6

From Table CE-2 of the City of Perns General Flan Circulation Element

These maximum routively usuabilies have been extracted from the City of Motetial Valley's Transportation Division's Traffic Impact Analysis.

Transportation Division's Traffic Impact Analysis Preparation Guidelines (August 2007). These readway capacities are "talle of thumb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, readway grades, design geometrics (nonzonale and vertical alignment standards), sight distance, vehicle my (truck and our strate) and becycle traffic.

The City of Perns roadway standard capacity is LOS "D", with the exception of SR-74 and CapacityRemona Expressivaly which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "O" capacity with the exception of segments along SR-74 and CapacityRemona Expressivaly which have been based upon LOS "E" capacity.



Table 4.4-20 Intersection Analysis for Opening Year Cumulative (2017) Conditions

				E	Existing	(2012)			EAC (2	017)			EAPC (2	2017)	
	1		T66 -		lay <sup>1</sup>	100	el of	-	lay <sup>1</sup>	10000	el of		elay <sup>1</sup>	1000	elof
#	Intersection	Jurisdiction	Traffic Control <sup>3</sup>	(se AM	cs.) PM	AM	vice PM	AM.	cs.) PM	AM	vice PM	(se	ecs.) PM	AM	vice
	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	23.7	26.8	С	С	>80.0	>80.0	F	F	>80.0	>80.0	F	F
	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	17.7	18.1	В	В	47.6	>80.0	D	F	48.4	>80.0	D	F
3	Western Wy. / Harley Knox Bl.	Perris	css	11.7	13.0	В	В	23.2	>50.0	С	F	24.2	>50.0	С	F
4	Patterson Av. / Harley Knox Bl.	Perris	TS	17.9	17.6	В	В	>80.0	>80.0	F	F	>80.0	>80.0	F	F
5	Indian St. / Nandina Av.	MV	TS	23.3	23.4	С	С	28.5	29.5	С	С	28.9	31.2	С	С
6	Indian St. / Harley Knox Bl.	Perris	TS	30.8	29.3	С	С	>80.0	>80.0	F	F	>80.0	>80.0	F	F
7	Knox St. / Nandina Av.	MV	CSS	9.1	9.3	Α	Α	11.1	11.5	В	В	11.5	11.9	В	В
8	Driveway 1 / San Michele Rd.	MV	CSS	Fu	ture Inte	rsectio	n	Fu	ture Inte	rsectio	n	11.5	12.2	В	В
9	Driveway 2 / Nandina Av.	MA	CSS	Fu	ture Inte	rsectio	n	Fu	ture Inte	rsectio	ń	9.5	9.2	Α	Α
10	Driveway 3 / San Michele Rd.	MV	CSS	Fü	ture Inte	rsectio	n	Fu	ture Inte	rsectio	n	8.7	9.1	Α	Α
11	Driveway 4 / Nandina Av.	MV	CSS	Fu	ture Inte	rsectio	n	Fu	ture Inte	rsectio	n	10.4	10.0	В	В
12	Perris Bl. / San Michele Rd.	MV	TS	36.0	36.8	D	D	33.6	38.8	C	D	33.8	38.9	C	D
13	Perris Bl. / Nandina Av.	MV	TS	37.1	46.6	D	D	29.8	33.1	C	С	24.8	33.2	C	C

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Source: (Urban Crossroads, 2013), Section 7.5

Table 4.4-21 Existing Plus Project Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Volu	ıme	Truck %	Truck %		Den	sity²	LC	os
Sce	Dire	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	AM	РМ	AM	РМ	Lanes <sup>1</sup>	АМ	РМ	АМ	РМ
Project	SB	North of Harley Knox Boulevard	2,613	3,856	5%	4%	3	14.5	21.2	В	С
+ Pro	S	South of Harley Knox Boulevard	2,531	3,884	4%	4%	3	13.9	21.4	В	С
Existing	NB	North of Harley Knox Boulevard	3,994	2,977	4%	5%	3	22.0	16.5	С	В
EXis	N	South of Harley Knox Boulevard	3,768	2,634	4%	4%	3	20.8	14.5	С	В

<sup>&</sup>lt;sup>1</sup> Number of lanes are in the specified direction and is based on existing conditions.

Source: (Urban Crossroads, 2013), Section 5.6

Table 4.4-22 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing Plus Project Conditions

way	iriection	D	Lanes on	AM Pea	k Hour	PM Pea	k Hour
Freeway	Dijiec	Ramp or Segment	Freeway	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS
аy		Off-Ramp at Harley Knox Boulevard	3	19.6	В	26.0	С
геемау	88 —	On-Ramp at Harley Knox Boulevard	3	16.7	В	23.3	С
2 -	9	On-Ramp at Harley Knox Boulevard	3	24.3	С	19.6	В
-215	Z	Off-Ramp at Harley Knox Boulevard	3	24.9	С	18.7	В

<sup>1</sup> Density is measured by passenger cars per mile per lane (pc/mi/ln).

Source: (Urban Crossroads, 2013), Section 5.6

<sup>&</sup>lt;sup>2</sup> MV = City of Moreno Valley; MJPA = March Joint Powers Authority

<sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

<sup>&</sup>lt;sup>2</sup>Density is measured by passenger cars per mile per lane (pc/mi/ln).



Table 4.4-23 Opening Year (2017) Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Vol	Volume		Truck %	CONTRACT.	Den	ısity²	LC	os
Sce	Dire		AM	РМ	АМ	РМ	Lanes <sup>1</sup>	AM	РМ	АМ	РМ
	SB	North of Harley Knox Boulevard	2,846	4,236	3%	4%	3	15.6	23.3	В	С
(2017)	S	South of Harley Knox Boulevard	2,789	4,277	4%	4%	3	15.4	23.6	В	С
EA (2	19	North of Harley Knox Boulevard	4,392	3,252	4%	4%	3	24.2	17.9	С	В
П		South of Harley Knox Boulevard	4,158	2,907	4%	4%	3	22.9	16.0	С	В
	SB	North of Harley Knox Boulevard	2,881	4,255	4%	4%	3	15.9	23.4	В	С
(2017)	S	South of Harley Knox Boulevard	2,794	4,287	4%	4%	3	15.4	23.6	В	С
EAP (		North of Harley Knox Boulevard	4,408	3,284	4%	5%	3	24.3	18.2	С	С
ľ	z	South of Harley Knox Boulevard	4,160	2,908	4%	4%	3	22.9	16.0	С	В

<sup>&</sup>lt;sup>1</sup> Number of lanes are in the specified direction and is based on existing conditions.

Source: (Urban Crossroads, 2013), Section 6.9

Table 4.4-24 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year (2017) Conditions

<u>*</u>	E			Opening	Year (20	17) Without	Project	Opening Year (2017) With Proj			
Freeway	Diriection	Ramp or Segment	Freeway	AM Peal	k Hour	PM Peal	Hour	AM Peal	k Hour	PM Peal	( Hour
臣	吉			Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS
ıay	m	Off-Ramp at Harley Knox Boulevard	3	20.8	С	27.9	С	21.1	С	28.0	D
Freeway	SB	On-Ramp at Harley Knox Boulevard	3	18.0	В	25.2	С	18.0	В	25.3	С
5 F	В	On-Ramp at Harley Knox Boulevard	3	26.3	С	20.9	С	26.5	С	21.2	С
1-215	일 -	Off-Ramp at Harley Knox Boulevard	3	26.9	С	20.2	С	26.9	С	20.2	С

Density is measured by passenger cars per mile per lane (pc/mi/ln).

Source: (Urban Crossroads, 2013), Section 6.9

 $<sup>^2\,\</sup>mathrm{Density}$  is measured by passenger cars per mile per lane (pc/mi/ln).



Table 4.4-25 Opening Year Cumulative (2017) Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Volume		Truck %			Density <sup>2</sup>		LOS	
Sce	Dire		AM	РМ	AM	РМ	Lanes <sup>1</sup>	AM	PM	АМ	РМ
	SB	North of Harley Knox Boulevard	4,211	5,689	21%	10%	3	25.2	35.2	С	Е
(2017)	S	South of Harley Knox Boulevard	3,542	5,958	14%	14%	3	20.5	40.0	С	Е
EAC (	NB	North of Harley Knox Boulevard	5,735	4,654	9%	18%	3	35.4	27.8	E	D
Ш		South of Harley Knox Boulevard	5,700	3,682	12%	13%	3	35.9	21.2	E	С
6	SB	North of Harley Knox Boulevard	4,246	5,708	21%	11%	3	25.4	35.7	С	Е
(2017)	S	South of Harley Knox Boulevard	3,547	5,968	14%	14%	3	20.5	40.1	С	Е
EAPC	NB	North of Harley Knox Boulevard	5,751	4,686	9%	19%	3	35.6	28.2	Е	D
Ε¢	z	South of Harley Knox Boulevard	5,702	3,683	12%	13%	3	35.9	21.2	Е	С

<sup>&</sup>lt;sup>1</sup> Number of lanes are in the specified direction and is based on existing conditions

Source: (Urban Crossroads, 2013), Section 7.8

Table 4.4-26 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year Cumulative (2017) Conditions

Freeway	E	Ramp or Segment	Lanes on Freeway		ative (20	017) Without	Project	OY Cumulative (2017) With Project			
	Diriection			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Ē	₫	75. Maria		Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS
ау	SB	Off-Ramp at Harley Knox Boulevard	3	31.6	D	35.8	Е	31.9	D	36.0	E
Freeway		On-Ramp at Harley Knox Boulevard	3	23.3	С	36.6	E	23.3	С	36.7	Е
5 Fi	æ	On-Ramp at Harley Knox Boulevard	3	34.6	D	32.6	D	34.7	D	33.0	D
1-215	z	Off-Ramp at Harley Knox Boulevard	3	35.7	Е	25.6	С	35.7	Е	25.7	С

Density is measured by passenger cars per mile per lane (pc/mi/ln). Source: Urban Crossroads, Inc. 2012, Section 7.8

Table 4.4-27 Summary of Transportation Impact Fee Program Improvements for Opening Year Cumulative (2017) Conditions

#	Intersection Location	EAPC (2017) Recommended Improvements	Program Improvements <sup>1</sup>	Non-Program Improvements	Fair Share <sup>2</sup>
1	I-215 SB Ramps / Harley Knox Bl.	1.SBL; 1.WBL; Re-stripe for 1.SBL and 1.SBT/R	1.SBL; 1.WBL; Re-stripe for 1.SBL and 1.SBT/R	None	(96)
2	I-215 NB Ramps / Harley Knox Bl.	1. WB Free Right; Re-stripe for 1.NBL/T/R	1.WB Free Right; Re-stripe for 1.NBL/T/R	None	(44)
3	Western Wy. / Harley Knox Bl.	Install Traffic Signal; 1.SBL; 1.EBL	None	Install Traffic Signal; 1.SBL; 1.EBL	3.3%
4	Patterson Av. / Harley Knox Bl.	1.EBT; 1.WBT	1.EBT, 1.WBT	None	200
6	Indian St. / Harley Knox Bl.	2.SBR w/ overlap phasing: 1.EBL; 1.EBT; Remove cross-walk on north leg (WB approach)	1.EBT	2.SBR w/ overlap phasing; 1.EBL; Remove cross-walk on north leg (WB approach)	3.5%

Improvements included in TUMF Nexus (2006) or City of Moreno Valley DIF (2007) programs.

Source: Urban Crossroads, Inc. 2012, Section 9.1

<sup>&</sup>lt;sup>2</sup> Density is measured by passenger cars per mile per lane (pc/mi/ln).

<sup>&</sup>lt;sup>2</sup> Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.



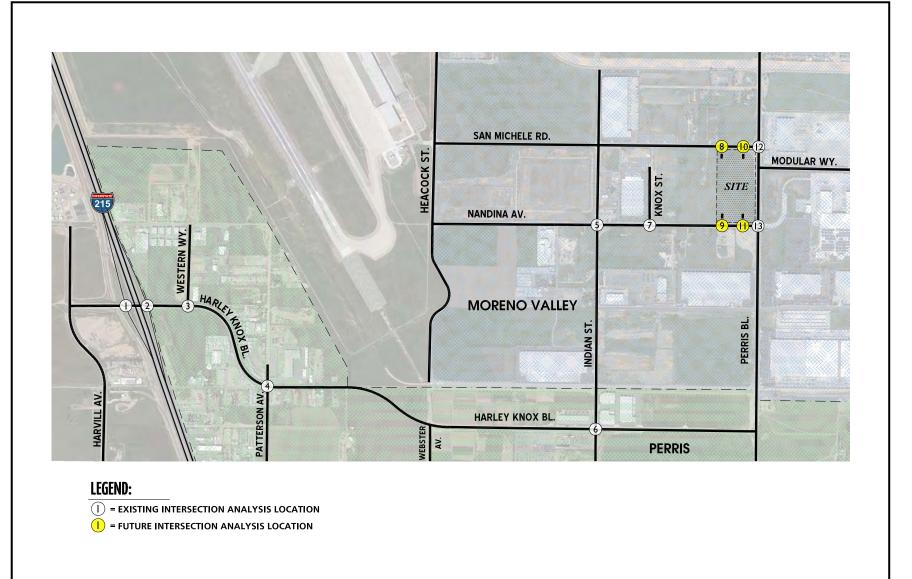
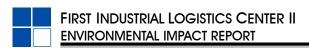




FIGURE 4.4-1
Project Study Area/Intersection Locations



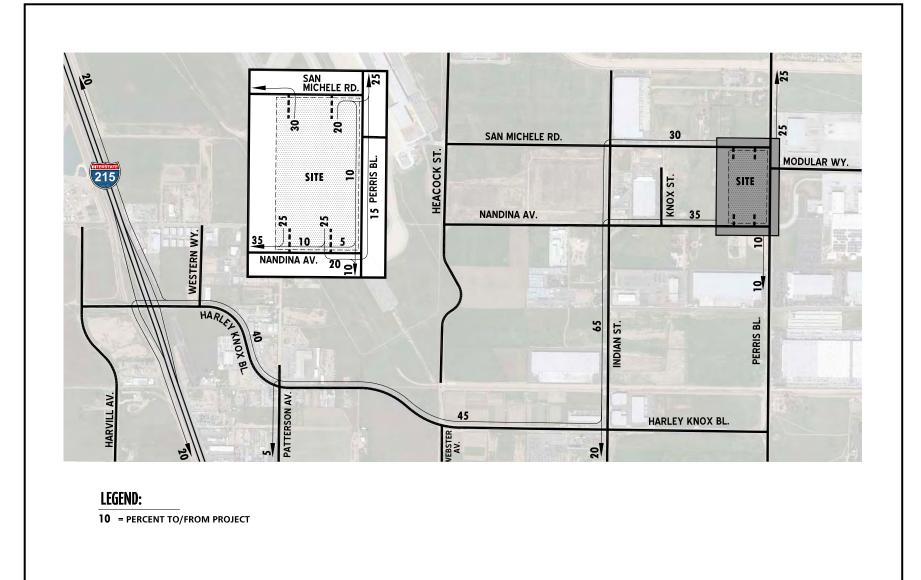
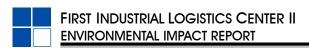




FIGURE 4.4-2 Project (Passenger Car) Trip Distribution



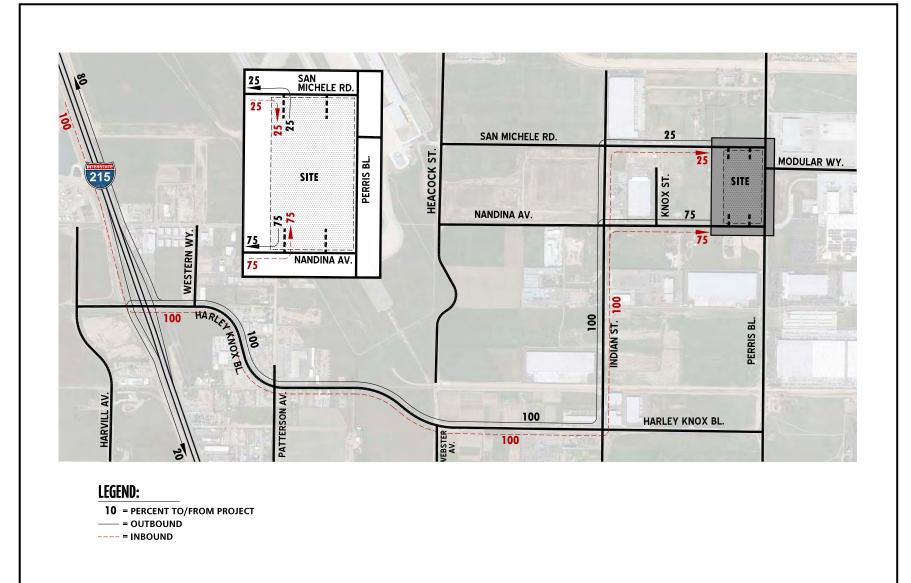




FIGURE 4.4-3 Project (Truck) Trip Distribution

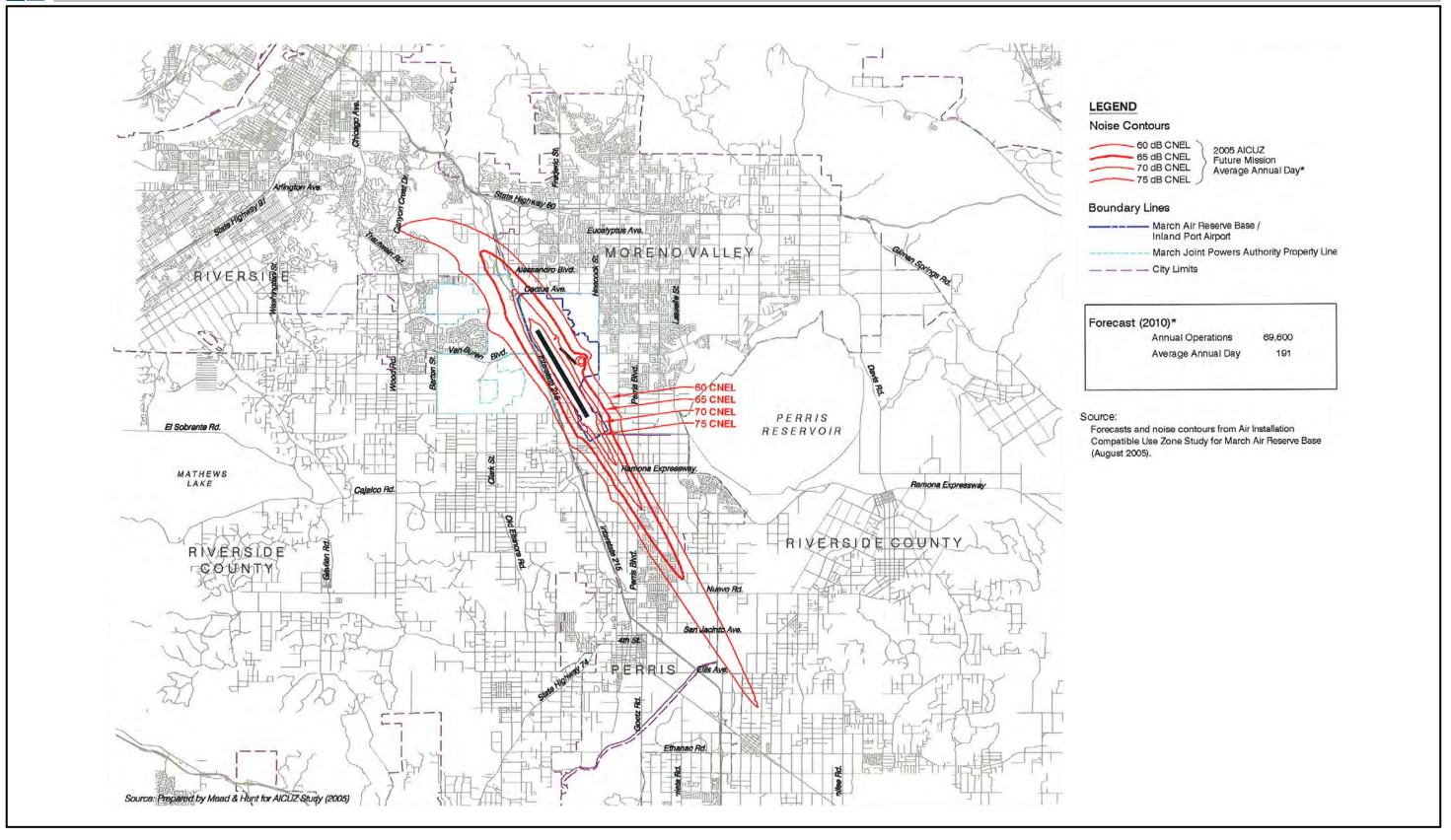




FIGURE 4.3-4 March Reserve Air Base Noise Contours

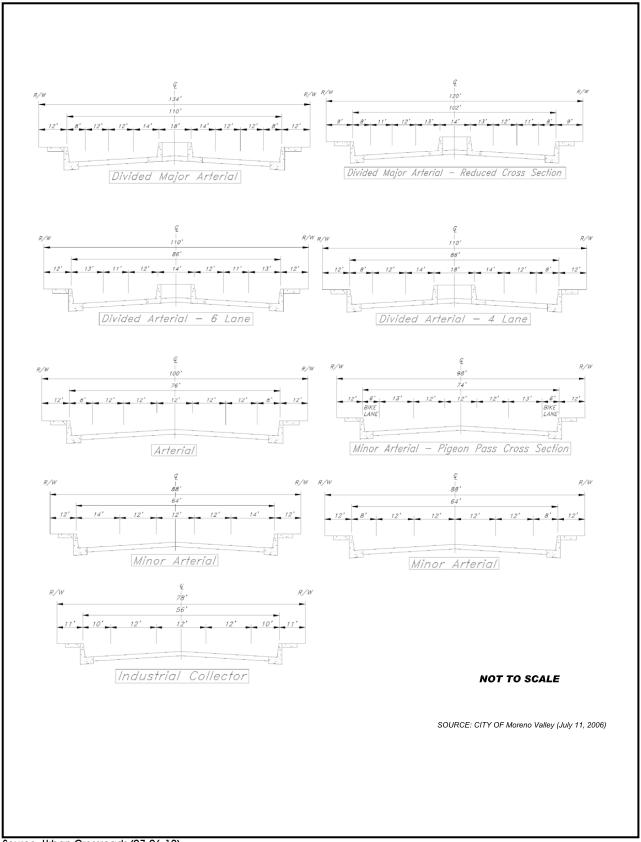




FIGURE 4.4-5



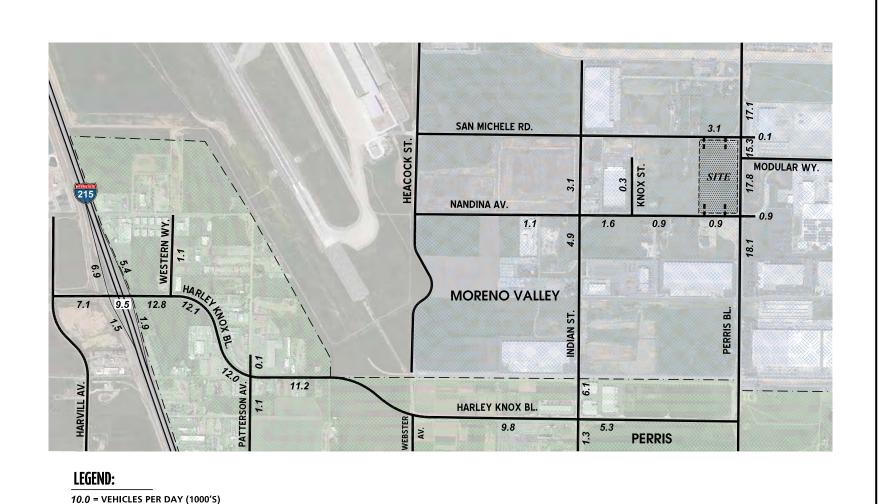
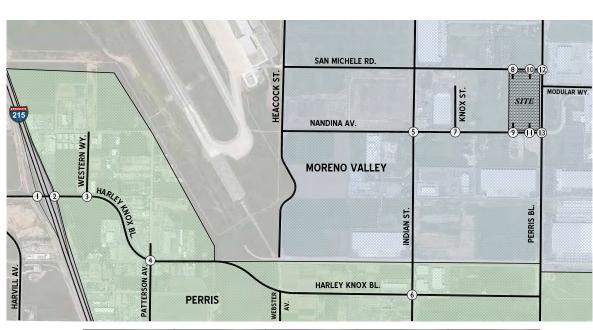




FIGURE 4.4-6 Existing (2012) Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	264 ← 188 → 125 338 ÷ 43 →	162-7 7 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	50m 4-25 46-3 577-+	200 - 384 -584 -7 -3-1 - 1 - 1 -489 + 1 - 1 - 1 -30 - 1 - 1 - 1	100- 100- 100- 100- 100- 100- 100- 100-
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	Driveway 3 & San Michele Rd.
	8 + 183 -18	10 → 31 →	Future Intersection	Future Intersection	Future Intersection
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	129 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8892 4-10 7 7 		



FIGURE 4.4-7 Existing (2012) AM Peak Hour Intersection Volumes



	1 I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
	247-+ 9-7	156-4 1 hmb	₩66 451 333 5384	 415 -415 -7 503 -4 48 -7	19 
Ī	6 Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
	25.5 1927-7 1937-7 1937-7 1935-7 1948-8	™ 4 1 +-37 7-36-+	Future Intersection	Future Intersection	Future Intersection
	<b>11</b> Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	30 + 50 136 + 50 136 + 50 100 + 100 100	24 - 15 - 11 - 15 - 126 - 11 - 15 - 126 - 15 - 15 - 15 - 15 - 15 - 15 - 15 - 15		



FIGURE 4.4-8 Existing (2012) PM Peak Hour Intersection Volumes

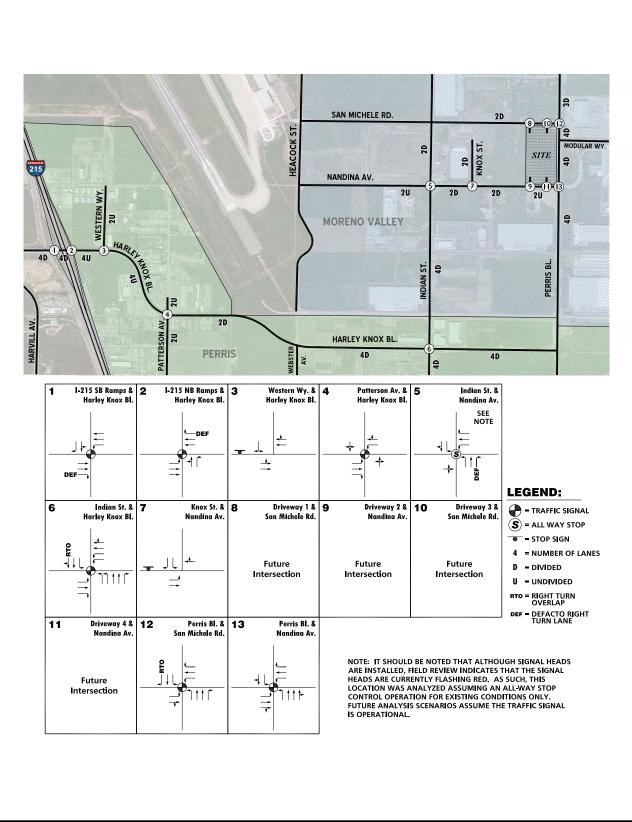




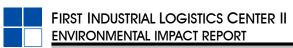
FIGURE 4.4-9





FIGURE 4.4-10 Existing (2012) Baseline I-215 Freeway Mainline Volumes

-623-



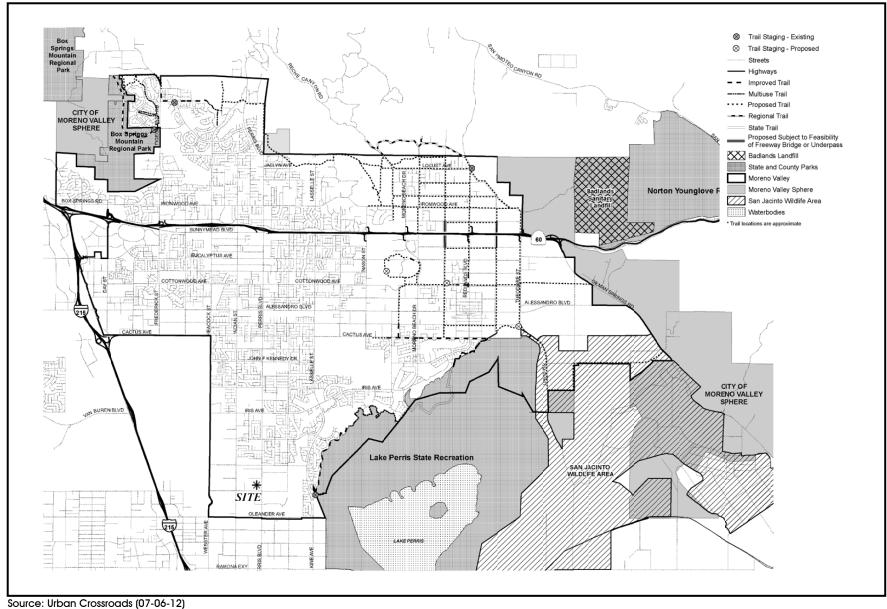




FIGURE 4.4-11 City of Moreno Valley Master Plan of Trails



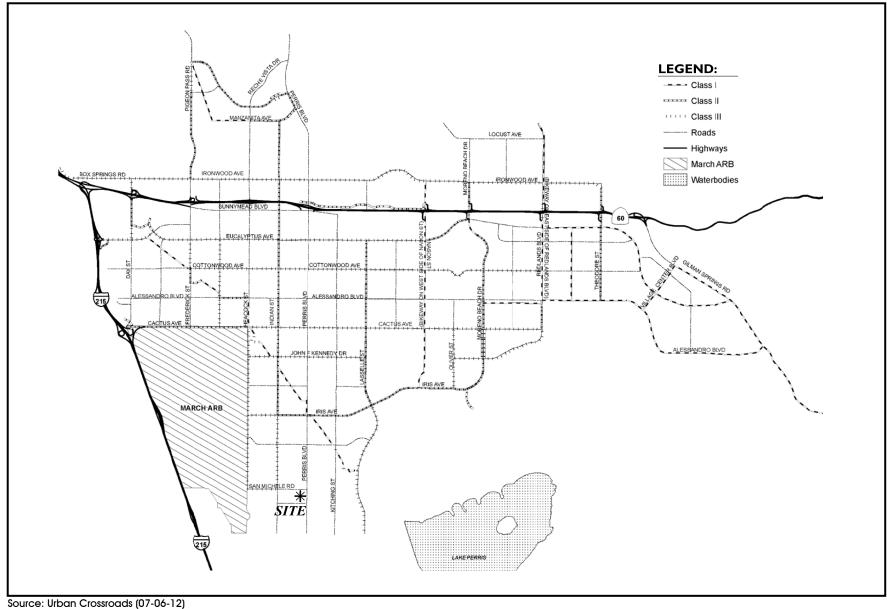




FIGURE 4.4-12 City of Moreno Valley Bike Plan



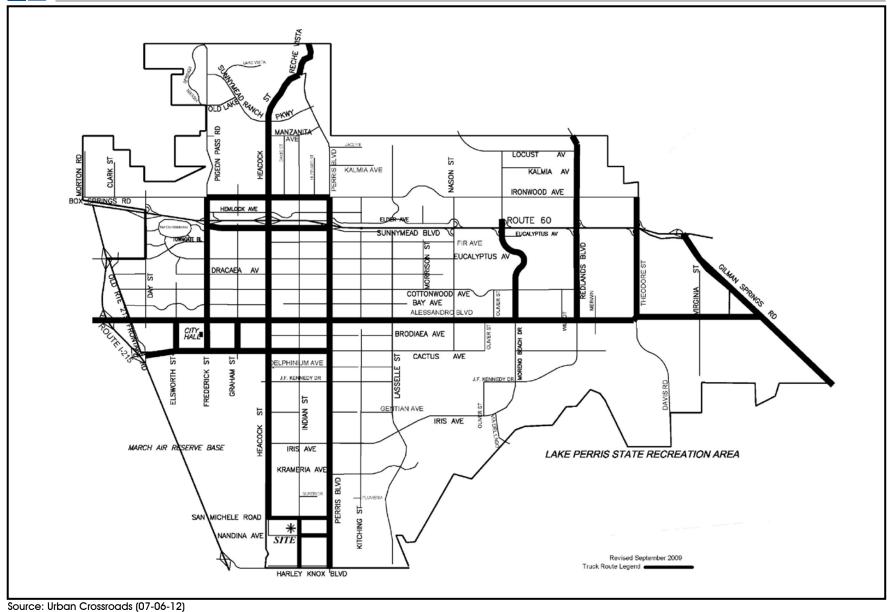




FIGURE 4.4-13 City of Moreno Valley Truck Routes



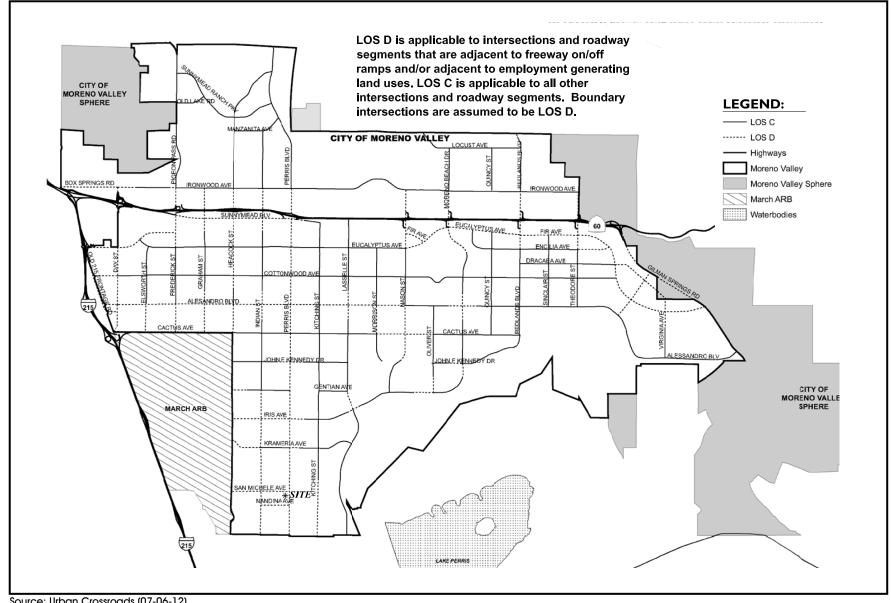




FIGURE 4.4-14 City of Moreno Valley Level of Service (LOS) Standards

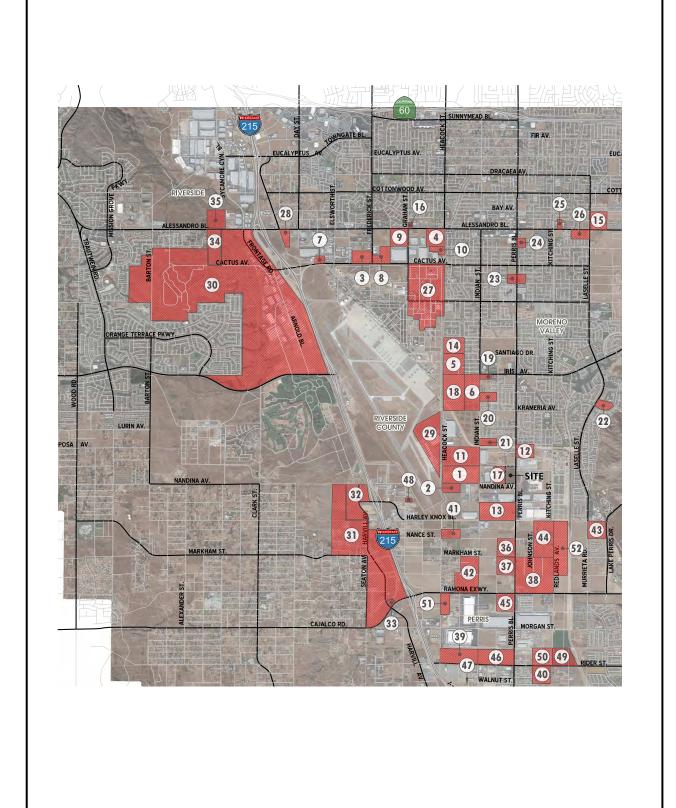
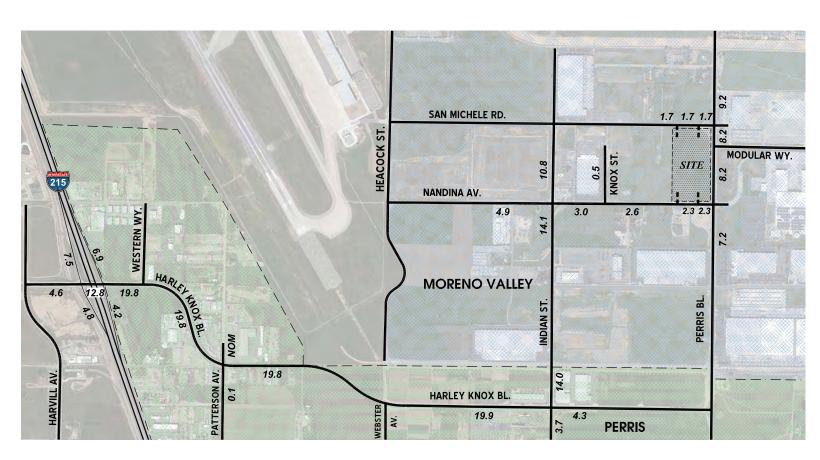




FIGURE 4.4-15
Cumulative Development Projects Location Map





## **LEGEND:**

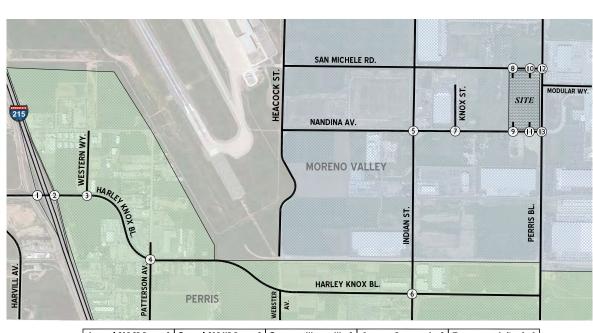
10.0 = VEHICLES PER DAY (1000'S)

NOM = NOMINAL, LESS THAN 50
VEHICLES PER DAY

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-16
Cumulative Development Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2	I-215 NB Ramps & Harley Knox Bl.	3	Western Wy. & Harley Knox Bl.	4	Patterson Av. & Harley Knox Bl.	5	Indian St. & Nandina Av.
_	54 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		56-4 1 606 - 1 1 606 - 235 - 188	1	000 +-424 0005		1093+	55 ← 193 1 ← 193 1 ← 193	140 140 22
6	Indian St. & Harley Knox Bl.	7	Knox St. & Nandina Av.	8	Driveway 1 & San Michele Rd.	9	Driveway 2 & Nandina Av.	10 s	Driveway 3 & an Michele Rd.
	799		□ 1 19 + 152		Future Intersection		Future Intersection		uture rsection
1	1 Driveway 4 & Nandina Av.	12	Perris Bl. & San Michele Rd.	13	Perris Bl. & Nandina Av.				
	Future Intersection		24 + 0 24 + 0 0 + 0 0 + 0 0 + 0		329 + 000 329 + 000 329 + 000				



FIGURE 4.4-17 Cumulative Development AM Peak Hour Intersection Volumes

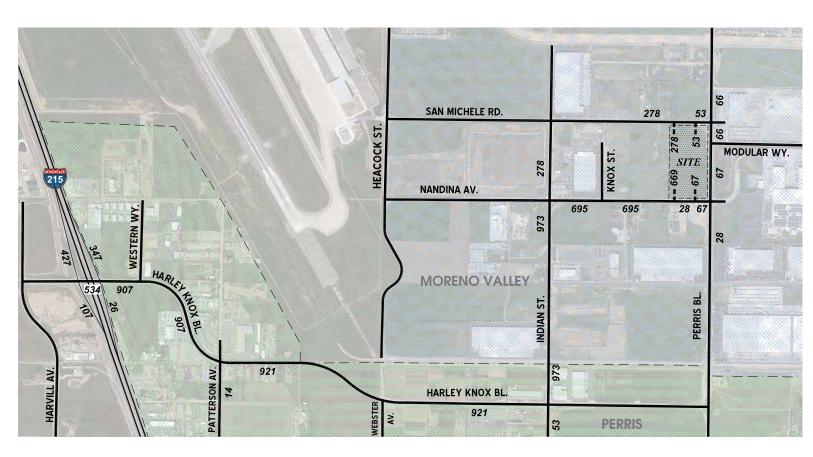


1	I-215 SB Ramps & Harley Knox Bl.	2 l	-215 NB Ramps & Harley Knox Bl.		Western Wy. & Harley Knox Bl.	4	Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	© 43 → 174 75 → 517	 155 320	-670 -530 -7 ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	0 0- 487-	<u></u> 4-ĭ201		200 + 1199 -1199 -1004	248 + + + + + + + + + + + + + + + + + + +
6	Indian St. & Harley Knox Bl.	7	Knox St. & Nandina Av.		Driveway 1 & San Michele Rd.	9	Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	285-3 285-3 144-4 162-3 1750 1750	10 162	N- 4-87 		Future ersection		Future Intersection	Future Intersection
1.	1 Driveway 4 & Nandina Av.	12	Perris Bl. & San Michele Rd.	13	Perris Bl. & Nandina Av.			
	Future Intersection	98	, L	250 	23.34 + 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			



FIGURE 4.4-18
Cumulative Development PM Peak Hour Intersection Volumes





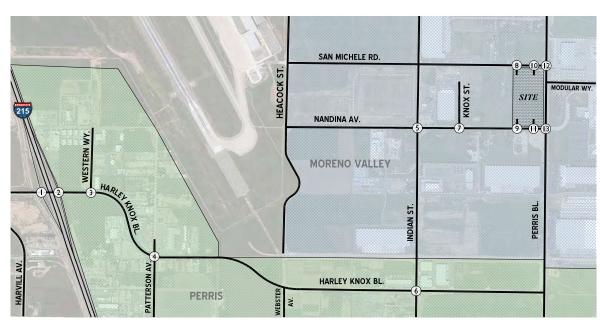
**LEGEND:** 

10 = VEHICLES PER DAY

Source: Urban Crossroads (07-06-12)



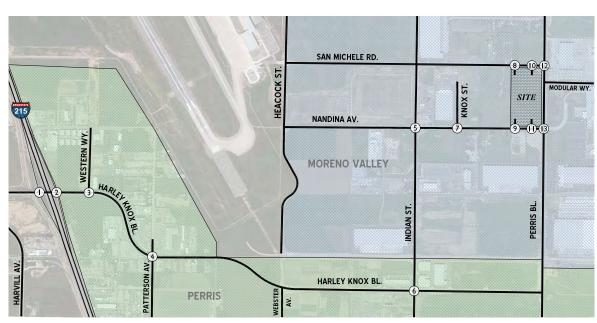
FIGURE 4.4-19
Project Only Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
	S +0 0 + 5	0-16 +-5 35-+ 00N	00 +-20 0-3 37-+	000 + 20 + 20 + 20 + 37 + 5 + 5 + 5 + 5 + 5 + 5 + 5 + 5 + 5 +	0 + 0 + 0 + 0 + 0 + 0 + 0 + 0 + 0 + 0 +
6	Indian St. & Harley Knox BI.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	386 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00 +00 +-16 0	10-	28- <sup>3</sup>	0-1-0-1-0-1-0-1-0-1-0-1-0-1-0-1-0-1-0-1
11	Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	0	1 + 0 1 + 0 1 + 0 1 + 0	7000 +00 +00 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		



FIGURE 4.4-20 Project Only AM Peak Hour Intersection Volumes

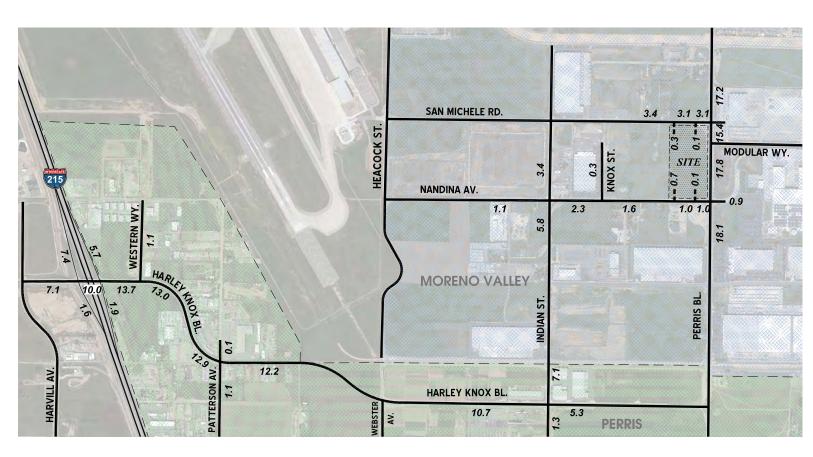


1	I-215 SB Ramps & Harley Knox BI.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	0000 + 0 	19-+ 10	00 +-42 00-3 20-4	20-1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	21-4 0-0 0-0	00 -32 0-4 16-+	0+   mo	™0 → 1 15 → 1 1 →	
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	77 <del>1</del> 1	1 + CO - CO	2-1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		



FIGURE 4.4-21
Project Only PM Peak Hour Intersection Volumes





**LEGEND:** 

**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-22

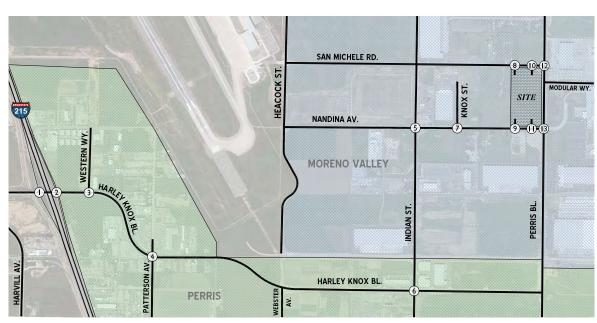
Existing Plus Project Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	338 → ↓ 130 138 → ↓ 130 138 → ↓ 130	258+ 45 E	00m 4-25 46-4 614-+	27 - Mo 4 - 2004 - 3 - 4 - 604 - 3 - 4 - 604	210 + 101 214 + 101 214 + 101 38 + 101 11
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	224 324 4 1 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	10 → 60 →	141+ 15 60	28_3 34-+	141 + 1   T
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	0	130 + + 0 130 + + 0 130 + 0 13	10 + 10 + 7 + 10 + 7 + 10 + 7 + 10 + 7 + 10 + 7 + 10 + 10		



FIGURE 4.4-23 Existing Plus Project AM Peak Hour Intersection Volumes

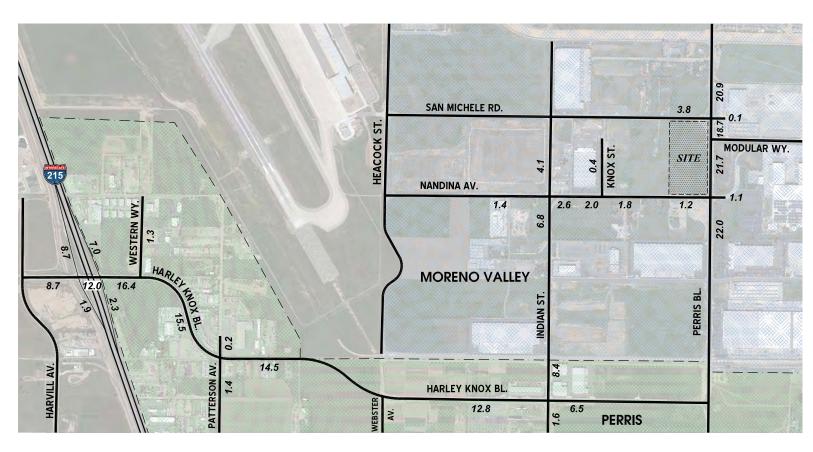


1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.		4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	E S S → 101 → 118 247 → 9 →	156-4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	₩66 -493 33 558-+	4457 	134 - 100 
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	2524 5124 5124 5125	—————————————————————————————————————	168-+ Tr	mo 15_4 40→	168 → 1 F
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	7-7-4-39 0-3-4-39	31 - 125 052 - 137 137 - 158 137 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	25 - 125 - 126 - 1		



FIGURE 4.4-24 Existing Plus Project PM Peak Hour Intersection Volumes





**LEGEND:** 

**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-25

Opening Year (2017) Without Project Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	908 	244 + 64.4 179 - 14.4 - 297 - 376 - 376	51 → 637 →	240+ 240+ 240+ 240+ 30+ 4645 4645	75-7 15-7 15-7 15-7 15-7 15-7 15-7 15-7
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	316 - 1 mm 9	9m 4_4 65 11_34 34-+	Future Intersection	Future Intersection	Future Intersection
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	950 F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	900 +11 +8 -1+ +8 10-1 1+ 1 15-+ 10-1		



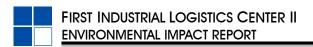
FIGURE 4.4-26 Opening Year (2017) Without Project AM Peak Hour Intersection Volumes

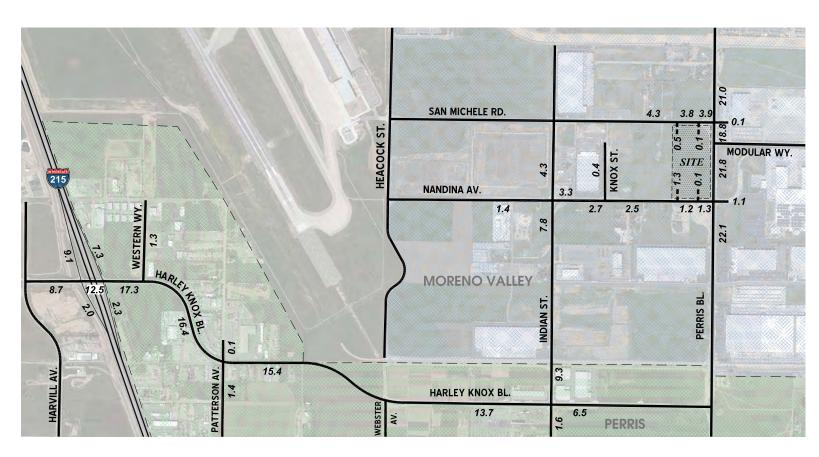


1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	80 × 124 → 142 301 → 11 → 11	389 +258 190-) 1 1 6 538-+ 1 66 1 64	257 4-596 40-3 678-+	6359 + 6	234 + 125 214 + 125 234 + 125 234 + 125 24 + 125 254 + 125 255 + 125 2
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	\$006 #-165 #-165 #-165 #-165 #-165 #-165 #-165 #-165	9_J 62-+	Future Intersection	Future Intersection	Future Intersection
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	887- 887- 167- 167- 38- 38- 89- 109	15 1 19 19 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15		



FIGURE 4.4-27 Opening Year (2017) Without Project PM Peak Hour Intersection Volumes





**LEGEND:** 

**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-28

Opening Year (2017) With Project Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	9648 +208 -143 373+ 47-	179 + 302 + 302 + 302	51 → 674 →	70-1 + 665 	23.5.4 4.3.5.4 2.3.
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.		9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	354 + + + + + + + + + + + + + + + + + + +	9m 4-4 +-81	156+ 1 1 00	28 - 37 - +	156-+ 15+
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
-	0 ← 2 +70 1 → 37 →	1437 + -0 1437 + -0 1007 +	11 + + + + + + + + + + + + + + + + + +		



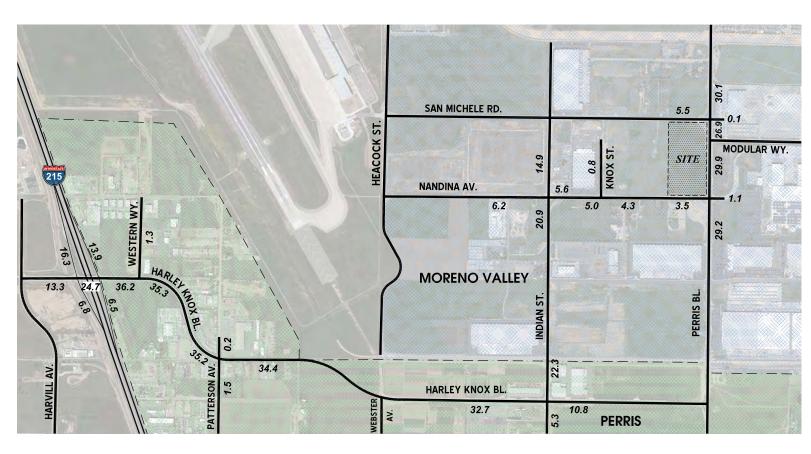
FIGURE 4.4-29 Opening Year (2017) With Project AM Peak Hour Intersection Volumes



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.		4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
-	301 + 111 +	421 -268 190-5 Thr 557-+ Lmge	251 40 698→	4-194 	233 
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.		9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	95000 + 165 -8 +165 -8 -8 -8 -8 -8 -8 -8 -8 -8 -8	9-4 78-+	204-+ † † † ° ° ° ° ° ° ° ° ° ° ° ° ° ° ° °	32_j 50-+	204 + 108
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	N	39 + + 209 108 + + 709 0 + + 209 0 + + 209	2000 4-14 		



FIGURE 4.4-30 Opening Year (2017) With Project PM Peak Hour Intersection Volumes



**LEGEND:** 

**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-31

Opening Year Cumulative (2017) Without Project Average Daily Traffic (ADT)



1 I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
439+ 747+ 101- 101- 101- 101- 101- 101- 101- 101	235 - 1220 + 611 -485 -611 +611	751 → 1732 →	16330 + 1069 16330 + 1069	9989 
6 Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
1115-4 1440-7 1440-7 1440-7 1440-7 1721-7 17	9m 4_5 4-217 30-3 105-+	Future Intersection	Future Intersection	Future Intersection
11 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
Future Intersection	166 - 19 - 1982 1997	9000 + 11 		



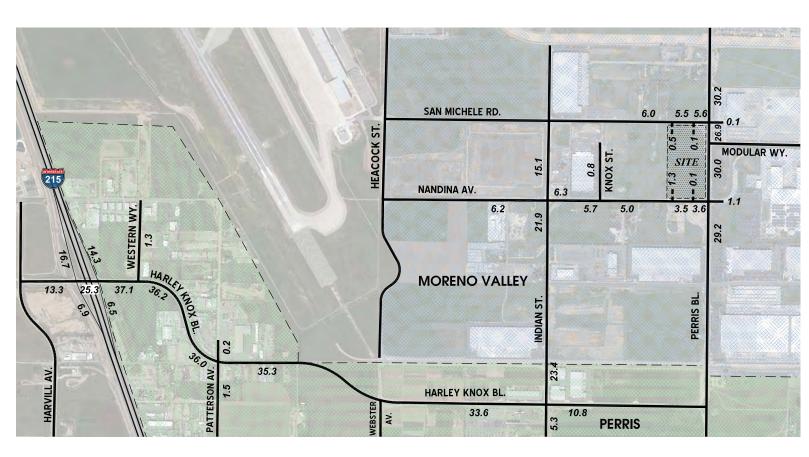
FIGURE 4.4-32 Opening Year Cumulative (2017) Without Project AM Peak Hour Intersection Volumes



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.		4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
	25.80 € 475 + 659 475 + 86 →	345	25 ± 8 1797 40 → 1165 →	1122-+ h m m	5.00 
6	Indian St. & Harley Knox BI.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
	150 150 150 150 150 150 150 150	224→	Future Intersection	Future Intersection	Future Intersection
11	Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	265 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	27 4 19 4 14 7 32 121 7 15 15 15 15 15 15 15 15 15 15 15 15 15		



FIGURE 4.4-33 Opening Year Cumulative (2017) Without Project PM Peak Hour Intersection Volumes



**LEGEND:** 

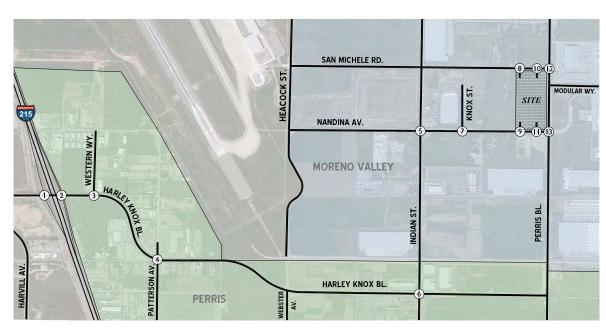
**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-34

Opening Year Cumulative (2017) With Project Average Daily Traffic (ADT)



-	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
-	439 + 1294 	235 - 4 - 627 490 490 759 	75m 4_28 -1085 1769→	1670+ 1089 1670+ 1000	109 + 152 - 152 - 152 - 152 - 152 - 152 - 152 - 152 - 152 - 152
•	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	B Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	153 + + 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9m 4_5 233 30 - 4 134 - +	185+ 11-	28 - J 96 - +	+250 √2 185→ ↑ ↑ ↑
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
-	0 ← 219 1 ← 219 96 →	1265 + 1938 1265 + 1938 1265 + 1938	12424 12444 17777 11777		



FIGURE 4.4-35
Opening Year Cumulative (2017) With Project AM Peak Hour Intersection Volumes



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.				4 Patterson Av. & Harley Knox Bl.		5	Indian St. & Nandina Av.
_	887 + 167 - 669 475 + 86	345— 877→	34 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1186→	<u>↓</u> 8 <del>←</del> 1838	90° 	₩-4 - 18 - 18 - 1792	87 68 68 27 27 172 219	664 668 10
6	Indian St. & Harley Knox Bl.	7	Knox St. & Nandina Av.		Driveway 1 & n Michele Rd.	9	Driveway 2 & Nandina Av.	10 Sc	Driveway 3 & an Michele Rd.
	100 482 100 100 100 100 100 100 100 10	86.r 19— 240→	<b>-</b> 200	331→ 13→	+147 -0 10 10 10	32— 208→	<u></u> 4–121	331 <del></del>	+147 -2 -147
11	Driveway 4 & Nandina Av.	12	Perris Bl. & an Michele Rd.	13	Perris Bl. & Nandina Av.				
_	274 ←2 → 121 0 → 206 →	267— 67—	17386 0 + 10 0 0	123 123 4 83	11030 1100 1100 1100 1100 1100 1100 110				



FIGURE 4.4-36 Opening Year Cumulative (2017) With Project PM Peak Hour Intersection Volumes





FIGURE 4.4-37 Existing Plus Project I-215 Freeway Mainline Volumes





FIGURE 4.4-38 Opening Year (2017) Without Project I-215 Freeway Mainline Volumes



**LEGEND:** 



FIGURE 4.4-39





FIGURE 4.4-40 Opening Year Cumulative (2017) Without Project I-215 Freeway Mainline Volumes





FIGURE 4.4-41 Opening Year Cumulative (2017) With Project I-215 Freeway Mainline Volumes



# 4.5 BIOLOGICAL RESOURCES

This subsection assesses the Project's potential to impact sensitive biological resources that may be present on the subject property or that could be otherwise affected by the Project. The analysis is based in part on information contained in a site-specific technical report titled, "Biological Technical Report for First Inland Logistics Center II," prepared by URS Corporation (URS), and dated January 4, 2012. This report is provided as *Technical Appendix G* to this EIR (URS Corporation, 2012a). The Biological Technical Report is accompanied by a Focused Burrowing Owl Survey (dated June 29, 2012) and a Focused Special Status Plant Survey (dated June 29, 2012), also prepared by URS, which are provided as *Technical Appendices G1* (URS Corporation, 2012b) and *G2* (URC Corporation, 2012c), respectively.

#### 4.5.1 Existing Conditions

## A. Scope and Methodology

Biologists/Regulatory Specialists from URS conducted a site-specific evaluation of biological resources present or potentially present on the Project site. For this evaluation a biological study area (BSA) for the field survey was defined as 9.0 acres of undeveloped land plus a 250-foot buffer (URS Corporation, 2012a). The BSA did not include the 8.3-acre trailer parking yard on the Project site because that area is developed and has no potential to contain sensitive biological resources. Methods of study included a review of relevant literature and databases, pedestrian based field surveys and wildlife observations. URS assessed resources within the Project's BSA using methodologies and accepted scientific and technical standards and survey guideline requirements issued by the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), and the Western Riverside County MSHCP (URS Corporation, 2012a).

The field studies also focused on a number of primary objectives that satisfy the special provisions of the Western Riverside County MSHCP and also comply with CEQA requirements, including: (1) general reconnaissance surveys and vegetation mapping; (2) general wildlife surveys; (3) habitat assessments and surveys for special-status plants (including species with applicable MSHCP survey requirements); and (4) habitat assessments and focused surveys for special-status animals (including species with applicable MSHCP survey requirements). Observations of plant and wildlife species were recorded during each of the above mentioned survey efforts (URS Corporation, 2012a).

Please refer to Section 2.0 of the Biological Technical Report (*Technical Appendix G*) for a detailed description of the scope and methodology used for the general biological resources assessment.

## B. Existing Vegetation Communities

One vegetation/land use type is present on the Project site; developed and disturbed land. Table 4.5-1, *Summary of Vegetation Communities/Land Uses*, provides a summary of vegetation acreage for the Project site. The remaining 8.3 acre area of the property is developed as a trailer parking yard. A detailed description of the vegetation/land use type is provided below.

Table 4.5-1 Summary of Vegetation Communities/Land Uses

VEGETATION	ACREAGE
Developed/Disturbed Land	9.0 1
Trailer Parking Yard	8.3
Total	17.3

Source: (URS Corporation, 2012a), Table 1.

## ■ Developed/Disturbed Land

Approximately 9.0 acres of the Project site consists of developed/ disturbed lands. No native habitat exists within this area. Disturbed habitat areas are dominated by sparse non-native grasses and annual species. These habitats are non-sensitive.

# Trailer Parking Yard

Approximately 8.3 acres of the Project site is developed as a trailer parking yard. This area is paved, with the exception of ornamental landscaping installed adjacent to Perris Boulevard and a linear-shaped detention/water quality basin and ornamental landscaping installed adjacent to Nandina Avenue. This area contains no sensitive vegetation communities

# C. Special Status Plants

An evaluation of plant species on the 9.0-acre undeveloped portion of the Project site was conducted by URS on January 4, 2012. The Biological Technical Report (*Technical Appendix G* Table 2) provides a list of the special-status plants evaluated for potential occurrence on the Project site. Plant species were considered based on a number of factors, including: 1) species identified by the California Natural Diversity Database (CNDDB) as occurring (either currently or historically) on or in the vicinity of the Project site, 2) Western Riverside County MSHCP survey areas, and 3) any other special-status plants that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on the Project site.

## ■ Narrow Endemic and Criteria Area Plants

The Project site is located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA). During the general biological field evaluation conducted on January 4, 2012, URS looked for the twenty one (21) special status plant species which were reported to grow in the area; however, none of the species were observed. A focused survey for special status plants was conducted on June 7, 2012 per the requirements of the MSHCP (URS Corporation, 2012c). The focused assessment increased the BSA from a 250-foot to 500-foot buffer. The focused assessment searched for potential suitable habitats and identified the presence of one special-status plant species. Smooth tarplant (*Centromadia pungens ssp. laevis*) was detected on the site. Smooth tarplant is a CNPS List 1B.1 species and is a criteria area plant species survey area (CAPSSA) species under the MSHCP. Due to surrounding land use consisting primarily of developed parcels and the limited number of individuals plants; it is unlikely that this species would increase in population.

<sup>&</sup>lt;sup>1</sup> Acreage is rounded

## C. Special Status Animals

The 9.0-acre undeveloped portion of the Project site was evaluated by URS for the presence of special status animal species. The Biological Technical Report (*Technical Appendix G* Table 3) provides a list of special-status animals that were evaluated for their potential to occur in the BSA, including MSHCP Covered Species with additional survey requirements. Species were evaluated based on a number of factors, including: 1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the property, 2) MSHCP species survey areas applicable to the property, and 3) any other special-status animals that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on the site.

# Special Status Animals Observed On-Site

One special-status animal species was observed within the BSA during the biological field surveys; the California horned lark (*Eremophila alpestris actia*). The California horned lark is a MSHCP Covered Species, indicating that any impacts to this species are covered by the MSHCP.

## o California Horned Lark (Eremophila alpestris actia)

The California horned lark does not have a federal or state designation; however, this species is on the State Watch List. Additionally, the California horned lark is a Covered Species under the MSHCP. It has a holarctic distribution, ranging from the Arctic south to central Asia and Mexico with outlying populations in Morocco and Colombia. In general, the northernmost populations are migratory, moving south during the winter into remaining areas of the breeding range.

The California horned lark is a common to abundant resident in a variety of open habitats, usually where trees and large shrubs are absent. Range-wide, California horned larks breed in level or gently sloping shortgrass prairie, montane meadows, "bald" hills, open coastal plains, fallow grain fields, and alkali flats. Within Southern California, California horned larks breed primarily in open fields, (short) grasslands, and rangelands. Grasses, shrubs, forbs, rocks, litter, clods of soil, and other surface irregularities provide cover.

## ☐ Special Status Animals with a Potential to Occur On-Site

One special-status animal that has potential to occur at the Project site is the western burrowing owl (*Athene cunicularia hypugaea*). The Project site is located within the Western Riverside County MSHCP burrowing owl survey area; therefore, a MSHCP protocol burrowing owl survey was performed. A focused burrow survey was completed by URS on June 7, June 11, June 12, and June 20, 2012. As a result of the focus survey, ten burrows were observed; however, no burrowing owls or their signs were found with the potential burrows.

## D. MSHCP Riparian/Riverine Areas and Vernal Pools

The Project site contains no drainages or vegetation that meets the definition of riparian or riverine habitat. Therefore, the Project site does not contain any MSHCP Riparian/Riverine areas. Additionally, the Project site lacks suitable habitat for wetland habitats and does not contain any MSHCP vernal pools.



## E. Regulatory Setting

The proposed Project is subject to state and federal regulations associated with a number of regulatory programs. These programs often overlap and were developed to protect natural resources, including: state and federally listed plants and animals; aquatic resources including rivers and creeks, ephemeral streambeds, wetlands, and areas of riparian habitat; other special-status species which are not listed as threatened or endangered by the state or federal governments; and other special-status vegetation communities. Provided below is an overview of the federal, state, and regional laws, regulations, and requirements that apply to the proposed Project. For more information, refer to Technical Appendix G.

# State and/or Federally Listed Plants and Animals

# State of California Endangered Species Act

California's Endangered Species Act (CESA) provides definitions for endangered species, threatened species, and candidate species of California. Listed endangered and threatened species are protected by the CESA and candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under the CESA, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections 1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

## Federal Endangered Species Act

The Federal Endangered Species Act of 1973 provides definitions for endangered species and threatened species of the U.S. Under provisions of Section 9(a)(1)(B) of the FESA it is unlawful to "take" any listed species. "Take" is defined in Section 3(18) of FESA: "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the USFWS, through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification that result in injury to, or death of species as forms of "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with USFWS. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

## o State and Federal Take Authorizations for Listed Species

Federal or state authorizations of impacts to or incidental take of a listed species by a private individual or other private entity would be granted in one of the following ways:

- Section 7 of the FESA stipulates that any federal action that may affect a species listed as threatened or endangered requires a formal consultation with USFWS to ensure that the action is not likely to jeopardize the continued existence of the listed species or result in destruction or adverse modification of designated critical habitat. 16 U.S.C. 1536(a)(2).
- In 1982, the FESA was amended to give private landowners the ability to develop Habitat Conservation Plans (HCPs) pursuant to Section 10(a) of the FESA. Upon development of an HCP, the USFWS can issue incidental take permits for listed species where the HCP specifies at minimum, the following: (1) the level of impact that will result from the taking, (2) steps that will minimize and mitigate the impacts, (3) funding necessary to implement the plan, (4) alternative actions to the taking considered by the applicant and the reasons why such alternatives were not chosen, and (5) such other measures that the Secretary of the Interior may require as being necessary or appropriate for the plan.
- Sections 2090-2097 of the California Endangered Species Act (CESA) require that the state lead agency consult with CDFG on projects with potential impacts on state-listed species. These provisions also require CDFG to coordinate consultations with USFWS for actions involving federally listed as well as state-listed species. In certain circumstances, Section 2080.1 of the California Fish and Game Code allows CDFG to adopt the federal incidental take statement or the 10(a) permit as its own based on its findings that the federal permit adequately protects the species under state law.

## o Take Authorizations Pursuant to the MSHCP

The Western Riverside County MSHCP, a regional HCP, was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the USFWS, CDFG, and participating entities. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. As such, the MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the MSHCP, and to provide for an overall Conservation Area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species.

Through agreements with the USFWS and the CDFG, the MSHCP designates 146 special-status animal and plant species that receive some level of coverage under the plan. Of the 146 "Covered Species" designated under the MSHCP, the majority of these species have no additional survey/conservation requirements. In addition, through participation with the MSHCP, the MSHCP provides mitigation for project-specific impacts to Covered Species so that the impacts would be reduced to below a level of significance pursuant to CEQA. As noted above, project-specific survey requirements exist for species designated as "Covered Species not yet adequately conserved" (Volume I, Section 6.1.2 of the MSHCP document). As the MSHCP's survey requirements relate to the Project site, surveys are required on the Project site for the western burrowing owl and for narrow endemic plants.



#### 4.5.2 Basis for Determining Significance

Environmental impacts to biological resources are assessed using impact significance threshold criteria, which reflect the policy statement contained in CEQA, §21001(c) of the California Public Resources Code. Accordingly, the State Legislature has established it to be the policy of the State of California to:

"Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities..."

In the development of thresholds of significance for impacts to biological resources, CEQA provides guidance primarily in §15065, Mandatory Findings of Significance, and the CEQA Guidelines, Appendix G, Environmental Checklist Form. CEQA Guidelines §15065(a) states that a project may have a significant effect where:

"The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or wildlife community, reduce the number or restrict the range of an endangered, rare, or threatened species, ..."

Therefore, for the purpose of analysis in this EIR, the proposed Project would result in a significant impact to biological resources if the Project or any Project-related component would:

- 1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service;
- 2. Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Wildlife Service;
- 3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 4. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- 5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- 6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan.



#### 4.5.3 IMPACT ANALYSIS

Threshold 1: Would the proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

## A. Vegetation Communities

Approximately 9.0 acres of the Project site consists of developed/ disturbed lands and approximately 8.3 acres is developed as a trailer parking yard. Neither portion of the Project site contains sensitive vegetation communities. The trailer parking yard has been built upon and the remaining vacant lot contains no native vegetation community and is fully disturbed (URS Corporation, 2012a). Therefore, the Project will have no impact on sensitive vegetation communities.

# B. Plant Species

The Project site contains one species of special status plant species, smooth tarplant. The smooth tarplant is a CNPS List 1B.1 species; however, due to the developed and disturbed nature of surrounding properties and a small number of individual plants (two) located on the Project site, URS determined that the species is unlikely to grow larger in population. The Project will have a less than significant impact on the plant species because the loss of these two individuals will not significantly impact the persistence of the species.

## C. Wildlife

One special status species was observed on the Project site during biological field surveys, the California horned lark. Impacts to the species would be less than significant because the California horned lark is a MSHCP covered species. An Implementation Agreement (IA) between the USFWS, the CDFW, and participating government bodies including the City of Moreno Valley was executed and associated 10(a)(1)(B) Permit No. TE-088609 was issued on June 22, 2004. For properties such as the Project site that are outside of the MSCHP Criteria Area, impacts to plant and animal species identified in the MSHCP as "Covered Species Adequately Conserved" are authorized by Permit No. TE-088609. The Project will be required to pay the City of Moreno Valley's MSHCP Mitigation Fee, which supplements the financing and acquisition of lands supporting species covered by the MSHCP and to pay for new development's share of this cost.

Additionally, although the species was not observed, the Project site supports habitat for the western burrowing owl. No burrowing owls or their signs were found on the Project site or within a 500-foot buffer around the Project site, but because the property contains suitable habitat for the western burrowing owl, it is possible the species could migrate onto the property prior to construction, resulting in a potentially significant impact. The conduct of a pre-construction survey for the western burrowing owl is required and mitigation will be necessary if the species is found to be present.



Threshold 2: Would the proposed Project have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Wildlife Service?

As documented in the Biological Technical Report completed by URS, the Project site contains no drainages or vegetation that meets the definition of riparian or other sensitive habitats as defined by the CDFW or USFWS. The Project site lacks evidence of riparian or riverine habitats and also does not contain vernal pools. Therefore, the proposed Project has no potential to cause an adverse effect or impact on any riparian habit or other sensitive natural community.

Threshold 3: Would the proposed Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The Project site contains no federal wetlands; therefore, there would be no impact on federally protected wetlands as defined by the Clean Water Act.

Threshold 4: Would the proposed Project interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The 17.3-acre Project site contains a trailer parking yard on the southern 8.3 acres while the northern 9.0 acres consists of developed/disturbed vacant land. There are no water bodies on or adjacent to the site that could support fish; therefore, there is no potential for the Project to interfere with the movement of fish. There are also no native wildlife nurseries on or adjacent to the site; therefore, there is no potential for the Project to impede the use of a native wildlife nursery site.

The property is surrounded by paved roads and developed parcels or parcels planned for development. The surrounding area contains a mixture of industrial warehouses, an automobile junk yard, truck trailer parking lot, undeveloped land and a small number of non-conforming residences. The paved roadways and surrounding land uses impede wildlife movement across the Project site and throughout the Project site's vicinity. Thus, implementation of the Project would not have the ability to interfere with an established migratory wildlife corridor, because the site does not serve as a corridor nor is it connected to an established corridor. Additionally, the Project site is not located adjacent to the Western Riverside County MSHCP Criteria Area or any MSHCP Preserve; thus, the Project has no potential to result in wildlife movement impacts on the MSHCP Preserve.

Threshold 5: Would the proposed Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project would not result in any significant conflicts with local policies related to the protection of biological resources because no local policies are applicable except for the MSHCP. The proposed Project is required to comply with the mandatory payment of MSHCP fees pursuant to Title 3, Chapter 3.48 of the City's Municipal Code. Although the City of Moreno Valley's Landscape Ordinance requires that "all mature trees on a site with 4" calipers or greater in place shall be

retained and preserved," the proposed Project would not conflict with the Landscape Ordinance requirements because no such trees exist on the site, except for ornamental trees in the roadway frontage streetscapes that would be retained. The City of Moreno Valley does not have any additional ordinances in place protecting biological resources. Therefore, no impact would occur.

Threshold 6: Would the proposed Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?

The following is an analysis of the proposed Project's compliance with the Western Riverside County MSHCP's Reserve Assembly Requirements as well as other applicable MSHCP requirements pursuant to the following sections of the MSHCP: Section 6.1.3, Protection of Narrow Endemic Plant Species; Section 6.1.4, Guidelines Pertaining to the Urban/Wildland Interface; and Section 6.3.2, Additional Survey Needs and Procedures.

# Project Relation to Reserve Assembly

The Project site occurs within the overall Plan Area of the MSHCP, and as such the Project is required to abide by any applicable survey and/or conservation requirements. As indicated in the discussion below, all surveys required by the MSHCP have been conducted on the proposed Project site and in the BSA buffer area. The Project site does not occur within the MSHCP Criteria Area. As such, the Project is not required to set aside conservation lands pursuant to the MSHCP, and the Project is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process, or Joint Project Review (JPR). Accordingly, the proposed Project would not conflict with the MSHCP Reserve Assembly requirements (URS Corporation, 2012a).

# □ Protection of Narrow Endemic Plants

Section 6.1.3 of the MSHCP requires that within the Narrow Endemic Plant Species Survey Area (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site and 500 foot buffer are located within NEPSSA 3A; therefore, focused surveys are required for Narrow Endemic Plants on the Project site. After a thorough habitat assessment, a focused survey for smooth tarplant conducted by URS biologists determined that two plants are present. Impacts due to the removal of these two individuals are less than significant because the loss of these two individuals will not significantly impact the persistence of the species. Accordingly, the proposed Project would not conflict with Volume I, Section 6.1.3 of the MSHCP.

# Guidelines Pertaining to the Urban/Wildland Interface

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area and edge effects with the potential to adversely affect biological resources within the Conservation Area are required to be evaluated. Edge effects are identified in the MSCHP as: Drainage; Toxics; Lighting; Noise; Invasive Species; Barriers; and Grading/Land Development. The Project site does not occur within or adjacent to the MSCHP Criteria Area or existing Conservation Area, or any Public/Quasi-Public lands. As such, the proposed Project would not have the potential to create

indirect effects on the MSHCP Conservation Area and is not be subject to the Urban/Wildland Interface Guidelines (URS Corporation, 2012a). The Project, therefore, is consistent with Section 6.1.4 of the MSHCP.

## Additional Survey Needs and Procedures

MSHCP Section 6.3.2 identifies that in addition to the Narrow Endemic Plant Species addressed in Section 6.1.3, additional surveys may be needed for other certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required for additional plant species if a project site occurs within a designated CAPSSA, or special animal species survey area (i.e., burrowing owl, amphibians, and mammals). Of these, the Project site only occurs within the MSHCP burrowing owl survey area (URS Corporation, 2012a).

As discussed above under the analysis of Threshold 1, a focused survey for the western burrowing owl was completed in accordance with the MSHCP Burrowing Owl Survey Area requirements. The survey determined that no western burrowing owls or diagnostic sign of western burrowing owls (whitewash, pellets, feathers, small mammal bones, etc.) are located within the Project site or within a 500 foot buffer area around the site; therefore, no impact to an observed special-status species would occur. However, the species is migratory and therefore could migrate onto the undeveloped portion of the property prior to ground-disturbing construction activities. The conduct of a preconstruction survey for the species will be required and mitigation will be necessary if the species is found to be present.

## 4.5.4 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site and resulting from full General Plan buildout in the City of Moreno Valley and other jurisdictions in the region within the boundaries of the Western Riverside County MSHCP.

Implementation of the proposed Project would result in permanent ground disturbance and development on the 9.0 acres of the Project site that is not already developed. The primary effects of the proposed Project, when considered with the build out of long range plans in the region, would be the cumulative loss of vacant land that can support habitat for sensitive species. With respect to special-status species, although habitat offered on the Project site (disturbed/developed vegetation) is of substantially lesser quality than habitat that is found in undisturbed natural areas, it still provides open spaces for foraging, refuge, nesting, and areas that can be used for species reproduction.

Anticipated cumulative impacts are addressed within the region by the Western Riverside County MSHCP and the adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California". The MSHCP, as currently adopted, addresses 146 "Covered Species" that represent a broad range of habitats and geographical areas within Western Riverside County, including threatened and endangered species and regionally- or locally-sensitive species that have specific habitat requirements and conservation and management needs. The MSHCP addresses biological impacts for take of Covered Species within the MSHCP area. Impacts to Covered Species and establishment and implementation of a regional conservation strategy and other measures

included in the MSHCP are intended to address the federal, state, and local mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the MSHCP states that:

The MSHCP was specifically designed to cover a large geographical area so that it would protect numerous endangered species and habitats throughout the region. It is the projected cumulative effect of future development that has required the preparation and implementation of the MSHCP to protect multiple habitats and multiple endangered species.

## It goes on to state that:

The LDMF [Local Development Mitigation Fee] is to be charged throughout the Plan Area to all future development within the western part of the County and the Cities in order to provide a coordinated conservation area and implementation program that will facilitate the preservation of biological diversity, as well as maintain the region's quality of life.

The reason for the imposition of the Mitigation Fee over the entire region is that the loss of habitat for endangered species is a regional problem resulting from the cumulative impacts of continuing development throughout all of the jurisdictions in Western Riverside County. Finally, Section 5.1 of the MSHCP states that:

It is anticipated that new development in the Plan Area will fund not only the mitigation of the impacts associated with its proportionate share of regional development, but also the impacts associated with the future development of more than 332,000 residential units and commercial and industrial development projected to be built in the Plan Area over the next 25 years.

As the construction of buildings, infrastructure, and all alterations of the land within areas that are outside of the Criteria Area are permitted under the MSHCP (see MSHCP Section 2.3.7.1), cumulative impacts to biological resources with the exception of MSHCP non-covered species would be less than significant provided that the terms of the MSHCP are fully implemented (MSHCP Final EIR/EIS, Section 4.4.1.6). The MSHCP database has been consulted for the proposed Project and the recommended focused surveys (for the western burrowing owl and narrow endemic plant species) have been conducted. The Project is required to pay the required MSHCP mitigation fees per the City of Moreno Valley Municipal Code Title 3, Chapter 3.48. The Project would comply with the requirements of the MSHCP and, thus, would not conflict with its adopted policies. Accordingly, because the Project complies with the MSHCP, would pay the required MSHCP mitigation fee, and would have less than significant impacts to MSHCP non-covered species, the proposed Project's contribution to cumulative impacts would be less than significant.

As indicated under the discussion and analysis of Threshold 1 in Subsection 4.3.3, the Project site does not contain any habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations. Accordingly, the Project would not result in any cumulatively significant impacts to sensitive species as a result of habitat loss.

Although the Project would impact one special status plant (smooth tarplant), the Project site does not occur within the MSHCP's Criteria Area, indicating that the species is not targeted for conservation in the Project area and would be conserved instead as part of the assemblage of the MSHCP Reserve System. Since the proposed Project and all other developments within the

cumulative study area would be required to comply with the MSHCP, Project impacts to special-status plants are evaluated as less than significant on a cumulative basis.

Regarding special-status animals, the Project would eliminate actual or potential live-in habitat for the burrowing owl and the California horned lark. As the proposed Project and other cumulative developments would be required to comply with the MSHCP, potential Project-related impacts to California horned lark are concluded to be less than significant on a cumulative basis because adequate habitat for the species would be accommodated through the MSHCP Reserve System. The burrowing owl is fairly ubiquitous within the Project vicinity; as such, it is reasonable to conclude that impacts to habitat for this species are occurring throughout the cumulative study area. As such, prior to mitigation, the proposed Project's potential impacts to burrowing owls are concluded to be cumulatively significant and mitigation would be required.

The Project site does not contain habitat of wetlands or riparian areas. Therefore, the Project would not impact any wetlands or riparian areas; thus, the Project does not have the potential to contribute to cumulatively significant wetland and riparian impacts.

As indicated under the discussion and analysis of Threshold 4 in Subsection 4.5.3, the proposed Project would not significantly impact wildlife movement corridors because such corridors already are accommodated by the MSHCP and the Project site is not targeted for conservation as part of any proposed or existing linkages by the MSHCP. In addition, there are no native wildlife nursery sites within the Project vicinity. While Western Riverside County is becoming increasingly urbanized, which could restrict wildlife movement, the MSHCP, and the Conservation Areas established therein, was developed with several goals that specifically support wildlife movement. Accordingly, cumulative impacts to wildlife movement are less than significant. As concluded by the MSHCP's Final EIR/EIS, "The MSHCP provides for the movement of native resident and migratory species and for genetic flow identified for Covered Species. Therefore, impacts related to cores and linkages resulting from the Plan are considered less than significant." (MSHCP Final EIR/EIS, Section 4.1.5) Accordingly, the proposed Project would not result in any cumulatively significant impacts to wildlife movement corridors or native wildlife nursery sites.

The proposed Project would not conflict with any local policies or ordinances protecting biological resources; accordingly, a cumulatively significant impact due to a conflict with such local policies or ordinances would not occur.

As discussed under the analysis of Threshold 6 in Subsection 4.5.3, the proposed Project would be fully consistent with the all applicable MSHCP requirements. As such, cumulative impacts due to a conflict with these the MSHCP would not occur.

### 4.5.5 APPLICABLE PROJECT REQUIREMENTS

The following is a list of requirements and/or conditions to which the Project would be required to adhere. Compliance with these measures was assumed throughout the above analysis of impacts to biological resources.

PR 4.5-1 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 3.48, Western Riverside County Multiple Species Habitat Conservation Plan

Fee Program, which requires a per-acre local development mitigation fee that will assist in providing revenue to acquire and preserve vegetation communities and natural areas within the city and western Riverside County which are known to support threatened, endangered or key sensitive populations of plant and wildlife species.

PR 4.5-2 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 8.60, Threatened and Endangered Species, which requires a per-acre local development mitigation fee pursuant to the City's adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and as established pursuant to Fee Resolution 89-92.

#### 4.5.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold 1: Significant Direct and Cumulative Impact. No sensitive vegetation communities are located on the Project site. A less than significant impact on sensitive plant species would occur because the loss of two individual smooth tarplant would not significantly impact the persistence of the species. The loss of habitat for the California horned lark is less than significant with mandatory MSHCP compliance because the species is a MSHCP Covered Species. Although the western burrowing owl is not present on the Project site, the species could be impacted if it migrates onto the property prior to the commencement of ground-disturbing construction activities, which is a potentially significant direct and cumulative impact.

<u>Threshold 2: No Impact.</u> The Project site lacks riparian and other sensitive habitats; therefore, the Project would have no impact on riparian or other sensitive habitats as defined by the CDFW or USFWS.

<u>Threshold 3: No Impact.</u> No federally protected wetlands are located on the Project site; therefore, no impact would occur.

<u>Threshold 4: No Impact.</u> There is no potential for the Project to interfere with the movement of fish or impede the use of a native wildlife nursery site. Additionally, the Project would not have the ability to interfere with an established migratory wildlife corridor or result in wildlife movement impacts on the MSHCP Preserve.

<u>Threshold 5: No Impact.</u> The Project would not conflict with any local policies or ordinances governing biological resources.

<u>Threshold 6: Significant Direct and Cumulative Impact.</u> The Project site is subject to the Western Riverside County MSHCP and its survey requirements for the western burrowing owl. Although compliant with all MSHCP provisions, and although the species is absent on the property, the property contains suitable habitat for the western burrowing owl. If the species is present on the property at the time a grading permit is issued, impacts would be significant, requiring mitigation.

#### 4.5.7 MITIGATION

- MM 4.5-1 Within 30 days prior to grading, a qualified biologist shall conduct a survey of the undeveloped portions of the property and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the Planning Division prior to the issuance of a grading permit and subject to the following provisions:
  - a. In the event that the pre-construction survey identifies no burrowing owls on the property, a grading permit may be issued without restriction.
  - b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.
  - c. In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall only be issued, either:
    - upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the western burrowing owl by the CDFW.
    - a determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist,

- active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been
- relocated prior to the issuance of a grading permit.
- MM 4.5-2 If clearing activities are proposed between February 1 and August 31, then within 30 days prior to vegetation clearing activities a qualified biologist shall conduct nesting bird surveys. If any nesting bird species are identified, then a construction buffer distance of 300 feet for non-listed, non-raptor species or 500 feet for listed and raptor species shall be maintained until the Project biologist certifies that the nests are no longer occupied.

## 4.5.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

With implementation of Mitigation Measure 4.5-1, potential impacts to the western burrowing owl and nesting birds would be reduced to below a level of significance.



# 5.0 MANDATORY CEQA TOPICS

# 5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines §15126(b)). As described in detail in Section 4.0 of this EIR, the proposed Project would result in three (3) impacts to the environment that cannot be reduced to below a level of significance after implementation of relevant standard conditions of approval, compliance with applicable regulations, and application of feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significant consist of the following:

• Air Quality (Long-Term): Significant direct and cumulative long-term air quality impact due to an exceedance of the SCAQMD regional threshold for  $NO_X$  emissions, which also would cumulatively contribute to an existing air quality violation within the SCAB (i.e., non-attainment status for ozone) because  $NO_X$  emissions are a precursor for ozone.

The proposed Project's unavoidable air quality impact listed above cannot be reduced to below a level of significance after implementation of the mitigation measures identified in this EIR. Additional feasible mitigation measures are not available to reduce the impact because operational emissions of NOx primarily come from mobile source emissions that are beyond the control of the Project Applicant, future Project tenants, and the City of Moreno Valley.

Noise (Near-Term): Significant direct and cumulative near-term noise impact to due to the
generation of noise levels during Project construction that exceed the City of Moreno
Valley's Noise Ordinance standard of 65 dBA Leq at a distance of 200 feet from the property
line.

In order to mitigate construction-related noise impacts to below a level of significance, all construction activities would need to be set back from the property line by a distance ranging from 565 feet (during architectural coating) to 2,774 feet (during site grading activities). It is not feasible to build the Project while restricting construction activities to those distances. Additionally, there are no feasible alternatives to using noise-generating equipment to construct the proposed Project. Accordingly, there are no feasible mitigation measures available to reduce the Project's near-term construction -related noise impacts to a level below significant.

• Transportation/Traffic (Near-Term): Significant cumulative near-term impact to the intersections of Western Way/Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard.

Under Horizon Year Cumulative (2017) Conditions, the proposed Project would contribute 50 or more peak hour trips to the intersections of Western Way at Harley Knox Boulevard and Indian Street at Harley Knox Boulevard in the City of Perris, which would operate at deficient levels of service. Although these intersections and Harley Knox Boulevard are programmed for improvement

under the North Perris RBBD, the Project site lies outside of the RBBD fee area and the Project Applicant is not subject to fair-share fee payments. Because the City of Moreno Valley has no authorization over City of Perris intersections to ensure that the improvements will be in place prior to the Project's Horizon Year Cumulative (2017) condition, the Project's impact is considered to be cumulatively considerable and unavoidable.

# 5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes which would be involved in the proposed action should it be implemented (CEQA Guidelines § 15126.2(c)). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources are not justified (e.g., the project results in the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Natural resources in the form of construction materials and energy resources would be used in the construction of the proposed Project, but development of the Project would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Construction and operation of the proposed Project would not involve the use of large sums or sources of non-renewable energy.

Implementation of the proposed Project would result in the commitment of future generations to one warehouse building on the proposed Project site. Surrounding the Project site, several large-scale industrial and warehouse buildings have been developed and there are several approved development projects in this area that are pending construction. Immediately abutting the proposed Project site on the west is property containing a warehouse building occupied by Harbor Freight Tools, beyond which is a warehouse distribution facility currently occupied by Modular Metal Fabrications, Inc. Property located north of the site is designated for future industrial development, but currently consists of undeveloped land, several existing non-conforming single-family residences, and an automobile junk yard. Beyond those uses is another large warehouse distribution facility currently occupied by O'Reilly Auto Parts. Land immediately east of the Project site includes undeveloped land and two existing warehouse distribution facilities currently occupied by El Dorado Stone and Walgreens. To the south of the proposed Project site are disturbed lands used for truck trailer parking and one non-conforming single-family residence, south of which is a warehouse distribution facility currently occupied by Harman Distribution Center.

As demonstrated in the analysis presented throughout EIR Section 4.0, long-term operation of the proposed Project would not result in significant physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts associated with air quality (long-term), noise (near-term), and traffic (near-term) as summarized above in Subsection 5.1, these effects would not

commit surrounding properties to land uses other than the uses currently by the Moreno Valley General Plan and/or the Moreno Valley Industrial Area Plan.

EIR Subsection 5.4.5 provides an analysis of the proposed Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage to the environment. As concluded in the analysis, the proposed Project would be required to comply with federal, state, and local regulations related to hazardous materials, which would ensure that construction and long-term operation of the proposed Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

To reduce the Project's energy needs and fossil fuel consumption, and thereby reduce air emissions, the City of Moreno Valley will apply Conditions of Approval to the Project to ensure mandatory compliance with applicable regulatory requirements imposed by the State of California and the SCAQMD (as summarized in EIR Subsections 4.1 and 4.2, which would reduce the Project's level of demand for energy resources. Therefore, the proposed Project would not result in the wasteful use of energy or the consumption of resources that are not justified based on the scale of the proposed Project.

# 5.3 GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

CEQA requires a discussion of the ways in which the proposed Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines §15126.2(d)). New employees and new residential populations represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Western Riverside County abuts San Bernardino County to the northeast, Orange County to the west and San Diego County to the south. These adjacent counties have large employment bases and given Riverside County's close proximity to these adjacent counties, many Riverside County residents commute to jobs in adjacent counties. The California Employment Development Department (CEDD) reported that 173,379 workers were commuting out of Riverside County in 2000 (CEDD, 2008)<sup>1</sup>.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population growth results in increased demand for service and commodity markets responding to the new population. Economic growth would likely take place as a result of the proposed Project's operation as warehouse building, but the intensity of economic growth would occur consistent with planned growth identified in the Moreno Valley General Plan and in the General Plans of adjacent jurisdictions. The Project is consistent with the Business Park/Light Industrial land use designation

-

<sup>&</sup>lt;sup>1</sup> As of November 2012, the California Employment Development Department had not yet released County-to-County commuter data based on the 2010 Census.



assigned to the property by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (MVIAP).

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies such as the Southern California Association of Governments (SCAG). Significant growth impacts also could occur if the project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Development of the Project with one warehouse building may place development pressure on several surrounding parcels designated for industrial development and that are currently undeveloped. However, these surrounding properties already are planned for development by the MVIAP and implementation of the proposed Project would not directly promote growth on these adjacent and surrounding properties. Because development of nearby parcels would be consistent with the City's General Plan and the MVIAP, growth-inducing impacts of the Project would be less than significant. The Project is not expected to induce growth or land use changes on other parcels in the vicinity, as other lands surrounding the site are either already developed or planned to be developed consistent with their General Plan and/or MVIAP land use designations.

Projected growth quantifications for the Project are most meaningful for the geographic area covered by the Western Riverside County Council of Governments (WRCOG). This area includes the cities of Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, and Temecula, as well as portions of unincorporated Riverside County (including the new city of Menifee which was not yet incorporated at the time SCAG forecasts were published). SCAG's most recently adopted Integrated Growth Forecast (SCAG, 2008) for the WRCOG area is reflected below in Table 5-1, SCAG Growth Forecasts for the WRCOG Region. The proposed Project is consistent with those forecasts, in that the forecasts considered City General Plan buildout.

"Jobs-to-housing ratio" measures the extent to which job opportunities in a given geographic area are sufficient to meet the employment needs of area residents. However, as noted in the City's General Plan, "The land use plan allows for an adequate number of jobs to meet the needs of local residents" (Moreno Valley 2006a, p. 2-6). The proposed Project is consistent with the General Plan's land use designation for the site; therefore, the proposed Project would assist the City in improving the jobshousing ratio, which under existing conditions is lower than the statewide and regional average (indicating the City of Moreno Valley and surrounding areas experience a relatively low jobs-to-housing ratio).

CATEGORY	YEAR 2010	YEAR 2015	YEAR 2020	YEAR 2025	YEAR 2030	YEAR 2035
Population	1,735,426	1,918,962	2,096,544	2,262,992	2,414,256	2,550,867
Households	546,047	609,219	671,933	727,622	780,743	828,547
Employment	588,523	691,260	797,626	901,163	1,005,923	1,098,233

Table 5-1 SCAG Growth Forecasts for the WRCOG Region

Source: SCAG, Regional Transportation Plan (RTP), 2008.

The northern half of the Project site (approximately 8.9 acres) is undeveloped and the southern half of the site (approximately 8.4 acres) is developed as a parking lot that is used for truck trailer parking, Lands immediately surrounding the Project site include undeveloped lands, warehouse buildings, and other land uses located on properties designated and zoned for industrial development by the City of Moreno Valley. Development in the area is occurring in accordance with the City of Moreno Valley General Plan and MVIAP. Implementation of the proposed Project would not stimulate growth in the area beyond that anticipated by the City of Moreno Valley General Plan.

Indirect growth-inducing impacts at the local level result from a demand for additional goods and services associated with the increase in people in the area, including employees. This occurs in suburban or rural environments where population growth results in increased demand for service and commodity markets responding to the new population. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. The implementation of the proposed Project would result in growth-inducing impacts of the region, but not beyond that which is already envisioned by the General Plan.

# 5.4 <u>Effects Found Not to be Significant as Part of the Initial Study Process</u>

CEQA Guidelines §15128 requires that an EIR:

"...contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

An Initial Study was prepared for the proposed Project, which is included as *Technical Appendix A* to this EIR. Through the Initial Study process, the City of Moreno Valley determined that the proposed Project would not have the potential to cause significant adverse impacts to 13 environmental subject areas, including: aesthetics, agricultural resources, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, population and housing, public services, recreation, and utilities/service systems. Therefore, these issue areas are not required to be analyzed in detail in Section 4.0, Environmental Analysis, of this EIR. A brief summary of issues found not to be significant is presented below. For information on the Project's background, refer to EIR Subsection 1.3, Project History, which summarizes the results of prior CEQA documentation prepared for the Project site.



#### 5.4.1 **A**ESTHETICS

The Project site is located in the City of Moreno Valley, which lies within a relatively flat valley floor surrounded by rugged hills and mountains. Scenic vistas within Moreno Valley are defined by the Box Springs Mountains and Reche Canyon area to the north, the "Badlands" to the east, and Mount Russell to the south. According to General Plan Figure 7-2, *Major Scenic Resources*, the Project site, which is located in the southwestern portion of the City, is not in close proximity to these major scenic resources and is not located within an identified view corridor or along an identified scenic route (City of Moreno Valley 2006a). Therefore, although the proposed Project would change the current aesthetics of the property from a parking lot and undeveloped lot to a developed logistic center, that aesthetic change would have a less than significant impact on a scenic vista.

The Project site is not located within or adjacent to a scenic highway corridor and does not contain trees, rock outcroppings, or historic buildings (City of Moreno Valley 2006a, pp. 7-13). Furthermore, there are no State-designated or eligible scenic highways within the City of Moreno Valley. The Project site is located approximately 6.0 miles north of Highway 74, which is the only facility within the Project vicinity that is designated as a State-eligible scenic highway. The Project's proposed development features (one building, parking lots, truck yards, landscaping, etc.) would not be discernable from Highway 74 due to intervening development and distance. Accordingly, no impact would occur.

Implementation of the proposed Project would result in the visual conversion of the site from an undeveloped lot and truck trailer parking lot to that of a developed site containing one warehouse building. The visual character of the site's surroundings is dominated by warehouse buildings and undeveloped properties designated for future industrial development. Implementation of the proposed Project would implement the City's General Plan and MVIAP as applicable to the property and would not substantially degrade the visual character or quality of the site or the site's surroundings. The visual character of the site would change, but the change would not be degrading to the existing visual character or quality of the property or its surroundings, resulting in a less than significant impact.

Exterior lighting proposed by the Project would be required to comply with City lighting requirements and the design standards of the MVIAP, which address light and glare. Compliance with City Municipal Code requirements and the MVIAP, demonstration of which would be required prior to City issuance of a building permit, would ensure that no operation, activity, sign, or light fixture proposed by the Project would produce substantial amounts of light or glare that would adversely affect the day or nighttime views of adjacent properties (City of Moreno Valley n.d., City of Moreno Valley 2002, p. III-19). With respect to potential daytime glare impacts, the proposed Project would involve the construction and operation of one building with exterior building surfaces that consist of tilt-up concrete construction and windows with reflective glazing. While glazing has a potential to result in glare effects, such effects would not adversely affect the daytime views of any surrounding properties, including motorists on adjacent roadways because the site would be surrounded along roadway perimeters with screen walls and landscaping. Accordingly, impacts to day or nighttime views in the area would be less than significant.

For the reasons stated above, the proposed Project would result in less than significant impacts to aesthetics.

## 5.4.2 AGRICULTURAL RESOURCES

The Project site is not used for agriculture. It contains lands classified as "Farmland of Local Importance" by the Farmland Mapping and Monitoring Program (FMMP) and does not contain any soils mapped by the State Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (City of Moreno Valley 2006b 5.8-3). There are no General Plan policies requiring conservation of Farmland of Local Importance (City of Moreno Valley 2006a, p. 5.8-3). As such, a less than significant impact due to the conversion of important farmland types would occur with implementation of the Project.

The Project site is not within an agricultural preserve, nor is it subject to a Williamson Act contract. Under existing conditions, the Project site is comprised of a parking lot and vacant, undeveloped land. Lands surrounding the proposed Project site are not used for agricultural production and include undeveloped lands, non-conforming single family residential uses, warehouse distribution land uses, and industrial support areas (i.e., truck trailer parking). The Project site is zoned for industrial and industrial-support land uses and the immediate surrounding area is similarly zoned. Because the Project site is not located in or adjacent to an agricultural preserve and neither the Project site nor any immediately surrounding property is zoned for agricultural use, the proposed Project would not conflict with an existing agricultural use, zoning, or a Williamson Act contract.

For the reasons stated above, the proposed Project would result in less than significant impacts to agricultural resources.

#### 5.4.3 CULTURAL RESOURCES

The Project site contains no structures or sites of historic significance. Because no historic resources exist on the property, no impact would occur. Furthermore, the Project site was not identified as a historic resource as part of the historic resource inventory that was conducted as part of the City of Moreno Valley General Plan FEIR (City of Moreno Valley 2006b, p. 5.10-3). Therefore, implementation of the proposed Project has no potential to result in a substantial adverse change to any designated historic resource, because no such resources exist on the Project site.

URS Corporation conducted a cultural resources inventory of the undeveloped portion of the proposed Project site in 2012 that included a records search at the Eastern Information Center at the University of California, Riverside and a pedestrian survey of the site. According to the archival research, no known cultural resources had been previously identified within the Project site, and no archaeological resources have previously been identified within the ½ mile of the Project site (URS Corporation 2012d, pp. 4-1 to 4-2). No archaeological resources were discovered on-site during the pedestrian survey (URS Corporation 2012d, p. 5-1). Additionally, the 2008 MND and its Addenda Nos. 1 and 2 prepared to evaluate the development of an interim parking lot on the property indicated that the potential for uncovering resources is low. No resources were recovered during site preparation activities during construction of the existing parking lot. As such, no known significant archaeological resources are present on the property.

Nonetheless, during site excavation and/or grading activities that occur during Project construction activities, there is a potential, however unlikely, to uncover archaeological resources that may be buried beneath the surface of the site if ground disturbance extends into previously undisturbed soils. Conditions of Approval would be imposed on the Project that would require any suspected archaeological resources discovered during ground-disturbing activities to be evaluated by a qualified archaeologist. Ground-disturbing activities would be required to cease within the immediate vicinity of any suspected archaeological resources until the qualified archaeologist determines the significance of the suspected archaeological resource and protective measures are implemented as recommended by the qualified archaeologist. Mandatory compliance with the Conditions of Approval would ensure that potential impacts to previously undiscovered archaeological resources would be less than significant.

During archaeological field investigations of the Project site, no evidence of human remains, including those interred outside of formal cemeteries, were observed (URS Corporation 2012d, p. 5-1). Additionally, no human remains were uncovered during construction of the parking lot in the southern portion of the Project site. Nevertheless, the potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. In the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated and ensure that potential impacts are less than significant.

The Project site does not contain any known unique geologic features. In addition, the proposed Project site is identified by the City's General Plan FEIR as having a "low" potential to contain unique paleontological resources (City of Moreno Valley 2006b, pp. 5.10-11). The 2008 MND prepared for the southern portion of the Project site that is now a parking lot also identified no potential to impact a paleontological resource or unique geologic feature. No paleontological resources were encountered during construction activities for the existing on-site parking lot. Depth of grading for the proposed Project would be approximately five feet or less, which also substantially limits the potential for subsurface resource discovery. For these reasons, the proposed Project has no potential to destroy unique paleontological resources or geologic features.

For the reasons stated above, the proposed Project would result in less than significant impacts to cultural resources. The following Project Requirement is carried forward as a Condition of Approval from the previously-approved project (P12-061):

"P12: If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize, or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community & Economic Development Director, in consultation with the State Historic Preservation Officer (SHPO)

and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, work in the affected area shall cease immediately and the County Coroner shall be notified. If it is determined that the remains are potentially Native American, the California Native American Heritage Commission and any and all affected Native American Indians tribes such as the Morongo Band of Mission Indians or the Pechanga Band of Luiseno Indians shall be notified and appropriate measures provided by State law shall be implemented (GP Objective 23.3, DG, CEQA)."

#### 5.4.4 GEOLOGY/SOILS

No known earthquake faults traverse the Project site and the Project site is not located within an Alquist-Priolo fault zone (Southern California Geotechnical, p. 10). Because there are no faults located on the Project site, there is no potential that the Project could not expose people or structures to adverse effects related to ground rupture.

The Project site is located in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project; however, this risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project would be required to construct proposed structures in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 and the City Building Code. The CBSC and City Building Code are designed to minimize adverse effects associated with strong seismic ground shaking. With mandatory compliance with standard design and construction measures, potential adverse impacts would be reduced to less than significant and the Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking.

The Project site is not located within a "Potential Liquefaction" zone (City of Moreno Valley 2006a, p. 6-18). Furthermore, a geotechnical report prepared for the subject property concludes that the risk of liquefaction at the Project site is low due to the subsurface conditions that include medium dense well-graded granular soils and a lack of shallow groundwater table (Southern California Geotechnical, p. 11). Furthermore, the site would be designed in accordance with the latest applicable seismic safety guidelines, including the requirements of the CBSC, which is anticipated to reduce the risk of seismic-related ground failure to less than significant levels. As such, development of the Project site would result in less than significant risks related to seismic-related ground failure, including liquefaction.

The Project site is relatively flat, as is the surrounding area. There are no hillsides or steep slopes on the site or in the vicinity of the Project site. Accordingly, the Project site is located within an area with no potential for landslides, and development on the subject property would not be exposed to any risk of landslide.

Development of the Project site would disturb the site during grading and construction and expose the underlying soils, which would increase erosion susceptibility. The Project's required adherence to standard regulatory requirements would lessen any potential erosion impact to below a level of significance. These include, but are not limited to, requirements imposed by the City of Moreno Valley's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (State Water Resources Control Board Order No. 99-08-DWQ), which requires the preparation of a Project-specific Water Quality Management Plan (WQMP) and the implementation of Best Management Practices (BMPs) to minimize the soil erosion and sedimentation in stormwater runoff leaving the Project site. In the long-term, development of the subject property would introduce additional impervious surfaces and landscaping on the Project site, thereby reducing the potential for erosion and loss of topsoil.

The geotechnical report for the Project site by Southern California Geotechnical Inc. in January 2012 determined that most soils within the subject property consist of sands and silty sands that are non-expansive. However, soils with increased clay content are located at depths below five feet, and could be encountered during required remedial grading activities (Southern California Geotechnical, p. 12). The proposed Project would be subject to the recommendations of the geotechnical report, as well as future geotechnical recommendations associated with future grading and building permits, which would ensure that any potentially expansive soils encountered during remedial grading on the Project site are appropriately remediated through site design considerations. Accordingly, the proposed Project would be subjected to less than significant risks related to unstable geologic units/soils and/or expansive soils.

For the reasons stated above, the proposed Project would result in less than significant impacts to geology/soils.

## 5.4.5 HAZARDS AND HAZARDOUS MATERIALS

The portion of the property developed as parking lot contains no known hazardous materials. According to a review of available historical data, it appears that the undeveloped portion of the subject property was vacant land from at least 1938 to the present. No evidence of hazardous materials, hazardous waste, underground storage tanks (USTs), above-ground storage tanks (ASTs), transformers or other potentially PCB-containing equipment were observed onsite during a site reconnaissance (URS Corporation 2012d, p. ES-1). Additionally, the site is not listed in any regulatory database for hazardous materials sites (URS Corporation 2012d, pp. 6-1 to 6-4). The March Air Reserve Base (ARB), located about 0.9-mile west of the proposed Project site, is documented as having the potential for groundwater contamination associated with its past use, but the Phase I ESA reports conclude that due to the orientation of groundwater flows in the area and distance to the March ARB, the potential for groundwater contamination at the proposed Project site is considered low (URS Corporation 2012d, p. 6-4). No other contaminated sites within the vicinity have the potential to create a significant hazard to future site workers (URS Corporation 2012d, p. 6-3 & 6-4). Accordingly, a less than significant impact associated with contamination on or affecting the proposed Project site would occur.

The specific business or tenant that will occupy the Project site's proposed building is not known at this time. The Project site is located within the Moreno Valley Industrial Area Plan, and the Plan designates the site for "Industrial" land uses. Based on the list of land uses permitted in the Industrial zone by the Moreno Valley Area Plan, it is possible that hazardous materials could be used during the course of daily operations. Examples of types of businesses that could occupy the proposed buildings on-site include warehouses, distribution businesses, and manufacturing industries.

Hazardous materials used by the future tenant of the Project may include chemical reagents, solvents, fuels, paints, and cleansers. Potential on-site uses also could generate hazardous byproducts that eventually must be handled and disposed of as hazardous materials. If businesses that use or store hazardous materials occupy the Project, the business owner and operator would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. With mandatory regulatory compliance, the Project would not pose a significant hazard to any nearby use and any impacts would be less than significant.

The nearest school site, El Potrero Elementary School, is located approximately 0.7-mile northeast of the site. There are no school sites planned within one quarter mile of the site as part of the General Plan or MVIAP. Accordingly, the proposed Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The Project site is located 0.9-mile east of the March ARB. There are no private airfields in the vicinity of the Project site. Pursuant to the March ARB Compatible Use Zone Study commissioned by the United States Air Force and as depicted on Figure 6-5 of the Moreno Valley General Plan, the Project site is not located within a zone subject to hazards related to air crashes (City of Moreno Valley 2006a, p. 6-30). Accordingly, implementation of the proposed Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by the City. Because the Project would not interfere with an adopted emergency response or evacuation plan, impacts are evaluated as less than significant.

The proposed Project is not located within a high wildfire hazard area (City of Moreno Valley 2006b, p. 5.5-5). The proposed Project site is located in an area that has been largely developed, with an existing industrial warehouse building located west of the site, industrial warehouse uses located east of the site, and disturbed lands and single family residences located to the south and north of the site. Accordingly, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

For the reasons stated above, the proposed Project would result in less than significant impacts to hazards and hazardous materials.

### 5.4.6 Hydrology/Water Quality

Water runoff from developed areas of the Project site may contain urban pollutants such as petroleum products, fertilizers, pesticides, soils, etc., which can degrade water quality if discharged from the site. The Project's Preliminary Water Quality Management Plan (WQMP) is prepared in accordance with City requirements to identify pollutants of concern and identify means to reduce their discharge from the site (i.e., Best Management Practices, BMPs). Required adherence to the Project-Specific WQMP would reduce the amount of pollutants in stormwater runoff, as well as non-storm water discharges. Furthermore, the Project will be required to comply with the Santa Ana River Basin

Water Quality Control Program and the City of Moreno Valley's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit requirements (which requires the preparation of Stormwater Pollution Prevention Program (SWPPP) to control sediment/siltation runoff) to minimize the discharge of pollutants in storm water during short-term construction and long-term operational activities. Mandatory compliance with the Project's WQMP, in addition to compliance with NPDES Permit requirements, would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged into receiving waters. Therefore, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

The Project does not propose the installation of any water wells that would directly extract groundwater; however, the change in pervious surfaces to impervious surfaces that would occur with development of the site could reduce the amount of water percolating down into the underground aquifer that underlies the Project site and a majority of the City. However, and as noted in the City's General Plan EIR "the impact of an incremental reduction in groundwater would not be significant as domestic water supplies are not reliant on groundwater as a primary source (City of Moreno Valley 2006b, p. 5.7-12)." Accordingly, with buildout of the Project, the local groundwater levels would not be affected. Therefore, impacts to groundwater supplies and recharge would be less than significant.

The Project would involve demolition activities and mass grading of the site, which would alter the existing drainage pattern. Any alteration in drainage pattern has the potential to result in erosion and siltation both on-site during construction and off-site upon build-out of the Project, and also has the potential to increase the risk of on- and off-site flooding. To fully and more accurately determine the extent of potential erosion/siltation and flooding on- or off-site, a site-specific hydrology study was prepared for the Project site. The hydrology study evaluated the difference between existing and post-development drainage conditions, and determined that with buildout of the proposed Project there would be no substantial alteration to the existing drainage pattern of the site facilities because proposed stormwater drainage facilities on-site would attenuate the rate and volume of storm water discharge to be similar to the rate and volume that occurs under existing conditions (Albert A. Webb Associates 2012b, pp. 1-3). Accordingly, there would not be any significant increases in erosion/siltation or flooding on- or off-site. Impacts would be less than significant.

The Project site is not located within or adjacent to a 100-year floodplain (City of Moreno Valley 2006a, p. 6-26 and City of Moreno Valley 2006b, p. 5.5-5). Accordingly, the proposed Project would not place structures within a 100-year flood hazard area which could impede or re-direct flood flows. Furthermore, the proposed Project does not include housing. Therefore, there is no potential for the Project o place housing within a 100-year floodplain.

The nearest dam to the Project site is Lake Perris, located approximately 1.75 miles southeast of the subject property. Due to the distance of Lake Perris from the Project site and the topographic characteristics of the area, failure of a dam at Lake Perris would not expose people or structures on the Project site to flooding.

The Pacific Ocean is located more than 38 miles from the Project site; consequently, there is no potential for tsunamis to impact the Project. In addition, no steep hillsides subject to mudflow are located on or near the Project site. The nearest large body of water to the Project site is Lake Perris,

located approximately 1.75 miles southeast of the Project site. Due to the distance of Lake Perris from the Project site and the topographic characteristics of the area, a seiche in Lake Perris would not impact the Project site. Although the Project site is located 0.25 mile south of the Perris Valley Channel, the Perris Valley Channel is not an enclosed or semi-enclosed basin that would be conducive to reverberation and creation of a seiche. Therefore, impacts associated with seiches, mudflows, and/or tsunamis would not occur.

For the reasons stated above, the proposed Project would result in less than significant impacts to hydrology/water quality.

## 5.4.7 LAND USE/PLANNING

The Project proposes to develop a logistics center warehouse building on a property that consists of a truck trailer parking lot and undeveloped land under existing conditions. Properties adjacent to the Project site have either been developed or are planned for development with industrial land uses. The subject property is designated for "Business Park/Light Industrial" land uses pursuant to the City of Moreno Valley General Plan, and is zoned for "Industrial" uses pursuant to the MVIAP. Development of the proposed warehouse building on the subject property would not conflict with applicable land use plans, policies, or regulations, and would not physically divide an established community.

As discussed in Section 4.5, *Biological Resources*, the proposed Project is subject to the adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and the adopted Western Riverside County MSHCP, which are the habitat conservation plans applicable to the City of Moreno Valley and the proposed Project site. The proposed Project is not located within any MSHCP designated Criteria Cells or Cell Groups, and the proposed Project site does not contain any riparian/riverine areas or vernal pools. The Project is subject to preconstruction surveys for the burrowing owl and mitigation measures are applied in Section 4.5 to ensure that the Project would comply with the MSHCP's species-specific survey and conservation requirements for the burrowing owl. From a land use and planning prospective, the Project would not conflict with the MSHCP because the property is not designated for conservation and would comply with all required species survey requirements.

For the reasons stated above, the proposed Project would result in less than significant impacts to land use/planning.

#### 5.4.8 MINERAL RESOURCES

The Project site is not located within an area known to be underlain by regionally- or locally-important mineral resources, or within an area that has the potential to be underlain by regionally- or locally-important mineral resources (City of Moreno Valley 2006b, p. 5.14-2). Accordingly, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. Accordingly, impacts to mineral resources would be less than significant.



#### 5.4.9 POPULATION AND HOUSING

The proposed Project would develop the subject property with a logistics center warehouse building in accordance with the "Business Park/Light Industrial" land use designation applied to the site by the City of Moreno Valley General Plan and the "Industrial" zoning designation applied to the Project site by the MVIAP. Accordingly, the Project would not result in growth that was not already anticipated by the City of Moreno Valley General Plan and evaluated in the City of Moreno Valley General Plan FEIR. The Project site is served by existing public roadways and utility infrastructure is already installed beneath public rights of way that abut the property. As such, implementation of the Project would not result in direct or indirect growth in the area, and impacts are evaluated as less than significant. As such, implementation of the Project would not result in direct or indirect growth in the area, and impacts are evaluated as less than significant.

Under existing conditions the Project site is partially developed as a parking lot and partially vacant. The property contains no residential structures. Accordingly, implementation of the Project would not displace housing or people, and would not necessitate the construction of replacement housing elsewhere; thus, impacts would not occur.

For the reasons stated above, the proposed Project would result in no impacts to population/housing.

#### 5.4.10 Public Services

The proposed Project would be primarily served by the College Park Fire Station (Station No. 91), an existing station located approximately 2.3 roadway miles northeast of the proposed Project site. The Project site also could be served by the Kennedy Park Fire Station (Station No. 65), an existing station located approximately 2.8 roadway miles north of the Project. The proposed Project would be required to provide a minimum of fire safety and support fire suppression activities, including type of building construction, fire sprinklers, a fire hydrant system and paved access to the proposed Project area. Furthermore, the proposed Project is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including fire protection facilities. Mandatory compliance with the Development Impact Fee Ordinance would be required prior to the issuance of building permits. Based on the foregoing, the proposed Project would receive adequate fire protection service, and would not result in the need for new or physically altered fire protection facilities.

The development of the subject property with business park/light industrial land uses would introduce new structures and employees to the Project site. This increase in the developed environment would result in an incremental increase in demand for police protection services, but would not require or result in the construction of new or physically altered police facilities. Prior to the issuance of building permits, the Project Applicant would be required to comply with the provisions of the City of Moreno Valley's Development Impact Fee Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including police facilities. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities are therefore evaluated as less than significant.

The Project would not create a direct demand for public school services, as the subject property would be developed solely with one warehouse building and would not generate any school-aged children requiring public education. The addition of employment uses on the Project site would assist in the achievement of the City's goal to provide a better jobs/housing balance within the City and the larger western Riverside County region. Thus, the Project is not expected to draw new residents to the region and would therefore not indirectly generate additional school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not result in the need to construct new or physically altered public school facilities. Regardless, the Project Applicant would be required to contribute development impact fees to the Val Verde Unified School District, in compliance with California Senate Bill 50 (Greene). Mandatory payment of school fees would be required prior to the issuance of building permits. Project-related impacts to public schools are evaluated as less than significant.

As discussed below under Subsection 5.4.11, the proposed Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the Project would not adversely affect any park facility and impacts are regarded as less than significant.

The proposed Project would not result in a demand for other public facilities/services, including libraries, community recreation centers, and animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified facilities.

For the reasons stated above, the proposed Project would result in less than significant impacts to public services.

### 5.4.11 RECREATION

The Project proposes to develop the site with one warehouse distribution building. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park.

The Project does not propose to construct any new on- or off-site recreational facilities and would not expand any existing off-site recreational facilities. Therefore, adverse environmental impacts related to the construction or expansion of recreational facilities would not occur with implementation of the Project.

For the reasons stated above, the proposed Project would result in no impacts to recreation.

#### 5.4.12 Utilities/Service Systems

Wastewater service is provided to the Project site by EMWD. EMWD is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed Project would not

install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project would have no potential to violate the applicable wastewater treatment requirements established by the RWQCB. With the exception of new on-site sewer conveyance lines, the Project would not create the need for any new or expanded wastewater facility (such as treatment facilities, storage tanks, or pump stations). The construction of on-site sewer facilities would result in physical impacts to the surface and subsurface of the Project site; however, these impacts are considered to be inherent to the Project's construction phase and are evaluated throughout this EIR accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this EIR, as feasible. There would be no significant environmental effects created particular to on-site water line installation.

With the exception of new on-site water service lines, the Project would not create the need for any new or expanded water facility (such as treatment facilities, storage tanks, or pump stations). The construction of on-site water facilities would result in physical impacts to the surface and subsurface of the Project site (with small encroachments into adjacent public rights of way of developed/paved streets); however, these impacts are considered to be inherent to the Project's construction phase and are evaluated throughout this EIR accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this EIR, as feasible. There would be no significant environmental effects created particular to on-site water line installation.

The Project also includes regional storm drain improvements in San Michele Road (along the northern Project site border) and in Perris Boulevard from San Michele Road south to the connection with the existing line. Both San Michele Road and Perris Boulevard are developed/paved streets under existing conditions and the construction of proposed regional storm drain improvements beneath the public rights of way of developed/paved streets would not result in a new physical disturbance. Impacts associated with proposed storm drain improvements are inherent to the Project's construction phase and are evaluated throughout this EIR accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this EIR, as feasible.

The operation of one warehouse building on the Project site would result in an increase in demand for potable water resources from the local water purveyor, EMWD. However, the proposed Project is fully consistent with the assumptions made in EMWD's 2010 Urban Water Management Plan. EMWD's 2010 Urban Water Management Plan concludes that the EMWD has sufficient water supplies available to serve planned land uses within its service area through at least 2035. Because sufficient water supplies are available to service the proposed Project as documented in EMWD's Urban Water Management Plan, impacts would be less than significant.

The one warehouse building proposed by the Project would generate wastewater that would be conveyed to the Perris Valley Regional Water Reclamation facility, which is owned and operated by EMWD. Under existing conditions, the Perris Valley Regional Water Reclamation facility has a daily treatment capacity of 15 million gallons per day. Following completion of an ongoing expansion project, the treatment capacity of this plant will increase to 22 million gallons per day. Based on EMWD's standard wastewater demand generation rate of 1,700 gallons per day per acre of

industrial land uses, the proposed Project is estimated to demand approximately 29,410 gallons of wastewater service per day<sup>2</sup>. This generally corresponds to approximately two-tenths of one percent (0.20 percent) of the existing treatment capacity and approximately thirteen hundredths of one percent (0.13 percent) of future treatment capacity (following completion of the expansion project) at the Perris Valley Regional Water Reclamation Facility. Due to the relatively small amount of wastewater that would be generated by proposed Project and the amount of available capacity at this facility, it is anticipated that the Perris Valley Regional Water Reclamation Facility would have sufficient capacity to treat wastewater generated by the Project. As such, implementation of the Project results in a determination that adequate capacity is available to serve the Project's projected wastewater demand in addition to EMWD's existing commitments. Impacts would be less than significant.

Implementation of the proposed Project would generate solid waste requiring off-site disposal during short-term construction and long-term operational activities. During the construction phase, approximately 868.3 tons of waste would be generated during building construction, installation of subsurface/utility improvements, and installation of landscaping. The Project would be required to comply with City of Moreno Valley Ordinance No. 706, which requires a minimum of 50 percent of all construction waste and debris to be recycled. As such, the Project is estimated to generate approximately 434.2 tons of waste during construction, which corresponds to an average of 2.7 tons per day over the construction phase of the Project (eight months or 160 working days). Long-term operation of the Project is estimated to generate approximately 2.8 tons of solid waste per day. Solid waste generated by the proposed Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. Each of these landfills receive well below their maximum permitted daily disposal volume and have the potential for future expansion, and none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction or operational periods. Accordingly, the Project would be served by landfills with sufficient available capacity to accept waste generated by the Project. Impacts would be less than significant.

The Project would be required to comply with the City of Moreno Valley's waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste deposited in landfills. As such, the Project applicant or master developer would be required to implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The implementation of these programs would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would comply with all applicable solid waste statutes and regulations; as such, impacts would be less than significant.

For the reasons stated above, the proposed Project would result in less than significant impacts to utilities/service systems.

\_

<sup>&</sup>lt;sup>2</sup>Source: Eastern Municipal Water District. Sanitary Sewer System Planning & Design. September 1, 2006.



## 6.0 ALTERNATIVES TO THE PROPOSED PROJECT

State CEQA Guidelines §15126.6(a) indicates the scope of alternatives to a proposed project that must be evaluated:

"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."

As discussed in Section 4.0 of this EIR, the proposed Project would result in significant adverse environmental effects to air quality, noise, and transportation/traffic that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are:

- <u>Air Quality:</u> Significant direct and cumulative long-term air quality impact due to an exceedance of the SCAQMD regional threshold for  $NO_X$  emissions, which also would cumulatively contribute to an existing air quality violation within the SCAB (i.e., non-attainment status for ozone) because  $NO_X$  emissions are a precursor for ozone.
- <u>Noise:</u> Significant direct and cumulative near-term noise impact to due to the generation of noise levels during Project construction that exceed the City of Moreno Valley's Noise Ordinance standard of 65 dBA Leg at a distance of 200 feet from the property line.
  - <u>Transportation/Traffic:</u> Significant cumulative near-term impact to the intersections of Western Way/Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard.

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. This is considered to be the No Project Alternative. In the case of the proposed Project, there are two No Project Alternatives, as described in detail below. The *No Project/Trailer Yard Alternative* is identified as the most environmentally superior alternative. CEQA requires that if the environmentally superior alternative is determined to be a No Project Alternative, then another environmentally superior alternative should be identified among the other alternatives, if the analysis indicates that significant impacts can be avoided by one or more of the other alternatives. Therefore, the Reduced Project/North Building Alternative is identified as the environmentally superior alternative.



## 6.1 ALTERNATIVES UNDER CONSIDERATION

The following scenarios are identified by the City of Moreno Valley as potential alternatives to implementation of the proposed Project.

### ☐ Alternative 1 - No Project/Trailer Yard Alternative

The No Project/Trailer Yard Alternative assumes that the proposed Project is not approved, and that the site would be developed in accordance with its existing entitlements pursuant to previously approved Amended Plot Plan P12-061. Under this alternative, improvements on the site would involve the expansion of the existing truck trailer yard to the northern portion of the property, thereby increasing the number of truck trailer parking spaces on-site from 338 spaces to 722 spaces. Access to the property would be afforded via a driveway along San Michele Road, and via the existing driveway located along Nandina Avenue. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project against what could reasonably occur on the Project site under existing entitlements. If the Project were not approved, it is reasonable to expect that the property would be developed in accordance with previously approved Amended Plot Plan P12-061.

## ☐ Alternative 2 – No Project/Industrial Building Alternative

The No Project/Industrial Building Alternative assumes that the proposed Project is not approved, and that the site would be developed in accordance with existing entitlements. Under this alternative, the northern portion of the site would be developed with a truck trailer yard consisting of approximately 384 trailer spaces, as approved by Amended Plot Plan P12-061, while the southern portion of the site would be developed with a 181,031 s.f. industrial building (inclusive of 5,000 s.f. of office, 2,000 s.f. of mezzanine, and 173,031 s.f. of industrial warehouse) pursuant to previously approved Plot Plan PA07-0167. To construct the building, the existing parking lot located in the southern portion of the property would be demolished. The industrial building would include a total of 26 dock doors and 106 standard and handicap parking spaces. Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project against what could reasonably occur on the Project site under existing entitlements. If the Project were not approved, it is possible that the property would be developed in accordance with previously approved Amended Plot Plan P12-061 and previously approved Plot Plan PA07-0167.

## ☐ Alternative 3 - Reduced Project/Small Buildings Alternative

The Reduced Project/Small Buildings Alternative considers development of the site with two smaller industrial buildings consisting of a 194,525 s.f. building in the northern portion of the site (including 5,000 s.f. of office and 189,525 s.f. of industrial warehouse) and a 181,031 s.f. building in the southern portion of the site (including 6,000 s.f. of office, 2,000 s.f. of mezzanine space, and 173,031 s.f. of industrial warehouse), for a total of 375,556 s.f. of industrial building area. This alternative would result in a reduction in building area on the site by approximately 24,574 s.f. as compared to the 400,130 s.f. building that would be constructed under the proposed Project (or a 6% reduction in building area). Under this alternative, a total of 62 trailer parking spaces would be provided, in addition to 193 standard and handicap parking spaces. Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. This alternative was



selected by the Lead Agency to compare the environmental effects of the proposed Project (one larger building that is likely to attract one tenant) against the environmental effects of constructing two smaller buildings that is likely to attract two different tenants.

#### ☐ Alternative 4 – Reduced Project/North Building Alternative

The Reduced Project/North Building Alternative is identified as the Environmentally Superior Alternative. It would involve no changes to the existing trailer parking in the southern portion of the site, while the northern portion of the site would be developed with a 194,525 s.f. industrial building (which includes 5,000 s.f. of office and 189,525 s.f. of industrial warehouse). Under this alternative, the number of truck trailer parking spaces provided on the site would increase by 30 spaces (providing for a total of 368 trailer parking spaces), while an additional 86 standard and handicap parking spaces also would be provided. Site access under this alternative would be afforded via new driveways along San Michele Road and Perris Boulevard, while the existing access via the adjacent lot along Nandina Avenue would be maintained. This alternative was selected for consideration by the Lead Agency to evaluate the comparative environmental benefits of reducing the amount of building area on the site, while maintaining the existing parking facility in the southern portion of the site.

## 6.2 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines §15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines §15126.6(f)(1) notes:

"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site..."

In determining an appropriate range of alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. The reason for not selecting each alternative is discussed below.

#### ■ Alternative Sites

CEQA does not require that an analysis of alternative sites always be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site then this alternative should be considered and analyzed in the EIR. In making the decision to include or exclude analysis of an alternative site, the "key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project



in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR" (CEQA Guidelines §15126.6(f)(2)).

The Project as proposed is consistent with the Business Park/Light Industrial and Commercial land use designations applied to the property by the City of Moreno Valley General Plan and as further detailed by the Industrial and Industrial Support Areas designations applied to the property by the Moreno Valley Industrial Area Plan (Specific Plan 208). An examination of alternative sites is typically not necessary when a proposed development project is consistent with the applicable land use plan, because it can reasonably be assumed that development would ultimately occur in conformance with the applicable land use designation, whether by the Project Applicant or by others in the future. In cases where a proposed project is consistent with the applicable General Plan, the alternatives analysis should typically focus on options for developing the site consistent with adopted plan policies and the discussion of alternatives should search for an environmentally superior version of the project on the site instead of an alternative site.

The Project site is flat and is highly disturbed due to prior development of a parking site in the southern portion of the site and regular discing that occurs for fire fuel management in the northern portion of the site. And, as previously discussed, the property is entitled to be developed pursuant to previously approved Amended Plot Plan P12-061 and previously approved Plot Plan PA07-0167. CEQA analysis for site disturbance associated with those approvals was completed, consisting of a Mitigated Negative Declaration (MND) and two MND Addenda (SCH No. 2008101041). Locating the proposed Project on an alternative site, therefore, would not avoid physical disturbance of the property. It also would not avoid the implementation of either the No Project/Trailer Yard Alternative (Alternative 1) or the No Project/Industrial Building Alternative (Alternative 2) because existing entitlements are already in place to construct those alternatives on the property. The only potential advantage, then, to selecting an alternative site for the proposed Project would be to displace the Project's operational effects to a different location.

The Project site is surrounded by properties developed with or planned for the future construction of industrial land uses. Few other properties in the City of Moreno Valley and western Riverside County would offer less developmental and environmental constraints, or fewer physical environmental impacts than the proposed Project site. Development of the Project in an alternate location would have similar impacts as would occur with implementation of the Project at its proposed location, and may even increase environmental effects because the Project built in another location would be compounded with the effects of either the No Project/Trailer Yard Alternative (Alternative 1) or the No Project/Industrial Building Alternative (Alternative 2) because existing entitlements are already in place to construct those alternatives on the property. For these reasons, an alternative sites analysis is not required for the proposed Project.

### ☐ Alternative Land Use

Development of the Project site with a land use other than industrial warehousing was considered, but rejected because other land uses would be inconsistent with the property's General Plan and zoning designations and not meet any of the Project's objectives. Additionally, development of the Project site with a building type other than warehouse and permitted by General Plan and zoning designations was considered but rejected because other permitted building types (manufacturing and



commercial/service) would create the same or similar construction-related impacts as the proposed Project, but would substantially increase operational impacts because these land use types generate more traffic and consequently would generate more operational noise and air emissions. For these reasons, alternative land uses on the property were considered and rejected.

### Construction Noise Avoidance Alternative

An alternative was considered that would avoid the proposed Project's construction-related noise impacts. As disclosed in EIR Section 4.3, near-term construction activities would exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line during all six (6) phases of construction. As shown in EIR Tables 4.3-5 through 4.3-10, in order to avoid a significant impact due to a conflict with the Noise Ordinance, construction activities would need to be set back from the property line by a distance ranging from 565 feet (during architectural coating) to 2,774 feet (during site grading activities). It would not be feasible to construct the proposed Project while restricting construction activities by 565 feet to 2,774 feet from the property line. Accordingly, the Construction Noise Avoidance Alternative has been rejected from detailed consideration in this EIR because it is infeasible.

## 6.3 ALTERNATIVES ANALYSIS

The following discussion compares the impacts of each alternative considered by the Lead Agency with the impacts of the proposed Project, as detailed in Section 4.0, Environmental Analysis, of this EIR. A conclusion is provided for each impact as to whether the alternative results in one of the following: (1) reduction or elimination of the proposed Project's impact, (2) a greater impact than would occur under the proposed Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the proposed Project's impacts. Table 6-1 at the end of this section compares the environmental hazard and resource impacts of the alternatives with those of the proposed Project and identifies the ability of the Alternative to meet the basic objectives of the Project. As described in EIR Subsection 3.2, the proposed Project's objectives are:

- A. To construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208.)
- B. To develop a logistics center warehouse building that is feasible to construct and operate and that appeals to light industrial and warehouse distribution tenants seeking to locate in the Moreno Valley area.
- C. To make efficient use of property designated for industrial development by developing a logistics center warehouse building on a property that is adjacent to existing warehouse development and that achieves a minimum floor area ratio (FAR) of 0.5.
- D. To construct and operate a logistics center warehouse building within five miles of major regional transportation corridors.
- E. To attract new businesses and jobs to the City of Moreno Valley, thereby providing a more equal jobs/housing balance both in the city and in Riverside County and reducing the need for members of the existing local workforce to commute outside the area for employment.



#### 6.3.1 ALTERNATIVE 1 – NO PROJECT/TRAILER YARD ALTERNATIVE

The No Project/Trailer Yard Alternative allows the decision-makers to compare the impacts of approving the proposed Project against the impacts of not approving the Project. If the Project were not approved, it is reasonable to expect the property to develop in accordance with previously approved permits. Under existing entitlements (specifically, Amended Plot Plan P12-061), the existing truck trailer parking lot in the southern portion of the site would remain. This parking area would be expanded onto the northern portion of the site to include an additional 509 trailer parking spaces, resulting in a total of 722 spaces on the site (including 338 spaces on the southern portion of the site and 384 spaces in the northern portion of the site). The existing parking area and expanded parking area would serve the existing 691,960 s.f. building located to the immediate west and currently occupied by Harbor Freight Tools. Figure 6-1, *No Project/Trailer Yard Alternative*, depicts a site plan for the No Project/Trailer Yard Alternative. CEQA analysis for this alternative was previously completed, consisting of two MND Addenda (SCH No. 2008101041). All imposed Conditions of Approval and Mitigation Measures would apply.

Under this alternative, roadway frontage improvements along Perris Boulevard and San Michele Road would occur, including additional paved roadway and the construction of curbs and sidewalks. There would be no change to the Project frontage along Perris Boulevard or Nandina Avenue. Access to the site would be afforded via a new driveway constructed along San Michele Road, near the northwestern Project boundary, while the existing driveway providing access to Nandina Avenue via the adjacent lot to the west would be retained. Screen walls also would be constructed along San Michele Road and Perris Boulevard, while the existing screen walls along Perris Boulevard and Nandina Avenue would stay in place.

In order to construct the expanded parking lot, portions of the existing trailer parking area and associated screen walls would be demolished and replaced. Otherwise, the majority of construction activities associated with this alternative would be limited to the northern portion of the site, and along the eastern frontage with Perris Boulevard and the entire frontage of San Michele Road.

This alternative would be fully consistent with the site's existing General Plan and zoning designations. In addition, the parking area is proposed to be used only by trucks currently serving the existing building to the west. As such, under operational conditions, there would be no total increase in inbound or outbound traffic, nor would any other operational characteristics of the existing building to the west change as a result of this alternative.

Selection of the No Project/Trailer Yard Alternative would prevent the Project site from being developed with industrial buildings in the foreseeable future, but would not necessarily prevent the proposed Project or another project of its nature from being built in another location in response to the demand for industrial building space in western Riverside County. As discussed above, a detailed examination of alternative sites is not required in this EIR because the Project is consistent with its General Plan and Specific Plan land use designations applied to the property and locating the Project on an alternative site would not be environmentally superior. Nonetheless, the Lead Agency recognizes that selection of the No Project/Trailer Yard Alternative would not reduce the market demand for industrial building space in western Riverside County.

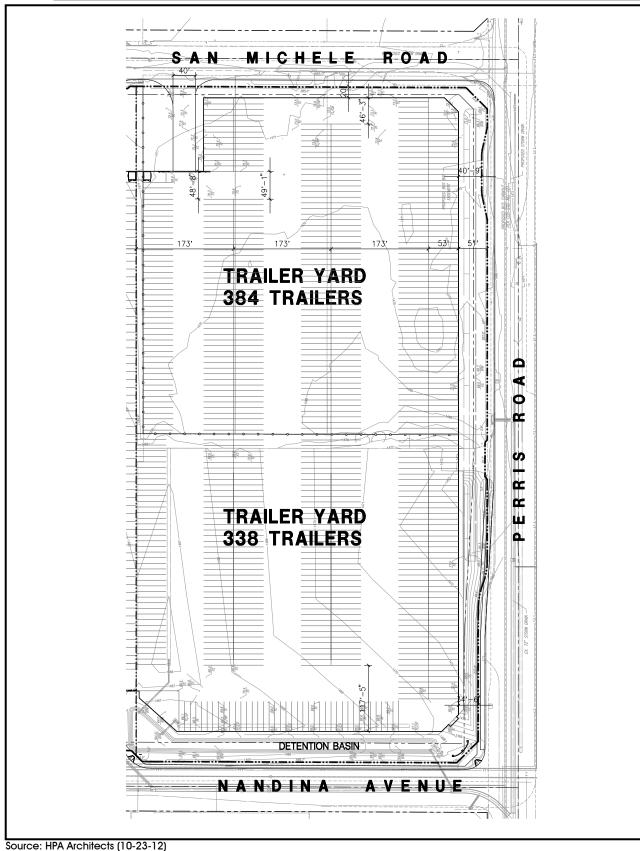




FIGURE 6-1 No Project/Trailer Yard Alternative



### □ Air Quality

The No Project/Trailer Yard Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations, and would not increase the intensity or amount of traffic that occurs under existing conditions because use of the parking yard would be limited to the existing building to the west currently occupied by Harbor Freight Tools. The parking area would only be used by trucks currently serving the existing building. Because the No Project/Trailer Yard Alternative is consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in the SCAQMD's AQMP, the No Project/Trailer Yard Alternative would not conflict with implementation of the AQMP, and a less than significant impact would occur. Similarly, the proposed Project also would be consistent with the site's existing General Plan and zoning land use designations and also would be consistent with the regional population projections used in the AQMP. Thus, both this alternative and the proposed Project would be consistent with the AQMP and no adverse impact would occur in either case.

Under the No Project/Trailer Yard Alternative, grading and the application of concrete and asphalt involved in the expansion of the parking lot would result in some construction emissions; however, construction activities under this alternative would be governed by the Mitigation Measures specified in MND Addenda No. 2 (SCH No. 2008101041) and Conditions of Approval associated Amended Plot Plan P12-061. Given the small size and duration of construction activities associated with expanding the existing parking yard to the northern portion of the property, short-term construction-related impacts would be less than significant with mitigation. Since the expanded parking lot would only be used by trucks serving the existing building to the west and would not increase the amount of operational traffic, long-term operational emissions would not occur nor result in any violations of an air quality standard or substantially contribute to a projected air quality violation. Accordingly, implementation of this alternative would reduce near-term construction-related impacts as compared to the proposed Project and would avoid the proposed Project's significant unavoidable long-term impacts due to NO<sub>x</sub> emissions.

Based on the analysis contained in the 2008 MND and its associated Addenda (SCH No. 2008101041), and assuming mandatory implementation of the Mitigation Measures and Conditions of Approval associated with Amended Plot Plan P12-061, impacts to nearby sensitive receptors would be less than significant under this alternative. Near- and long-term air emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance, and diesel particulate emissions would not expose sensitive receptors to significant cancer risks. Due to the reduced intensity of construction activities and reduced operational traffic associated with this alternative as compared to the proposed Project, air quality impacts affecting sensitive receptors would be reduced under this alternative. Neither this alternative nor the proposed Project would result in significant human health risks associated with air pollutant emissions.

Odors that would be associated with the No Project/Trailer Yard Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and as concluded in the MND and Addendum No. 2 (SCH No. 2008101041), impacts due to odors under this alternative would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the surrounding area, and the less than significant results of the localized significance threshold analysis. Similarly, because the proposed Project does not involve any land uses that would generate odors,



and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar and less than significant under both this alternative and the proposed Project.

#### ☐ Greenhouse Gas Emissions

The No Project/Trailer Yard Alternative would involve the expansion of an existing truck trailer parking area from 213 spaces to a total of 722 spaces. All traffic associated with this alternative would be strictly associated with the adjacent warehouse building to the west, as the expanded parking lot would merely serve this existing use. Because the No Project/Trailer Yard Alternative would not result in an increase in operational characteristics associated with the site (e.g., there would be no net increase in traffic), there would be no change in the amount of operational GHG emissions that occurs under existing conditions. As such, this alternative would not generate GHG emissions that would directly or indirectly have a significant impact on the environment.

Mitigation Measures and Conditions of Approval associated with Plot Plan P12-061 would apply to this alternative, including mitigation measures and conditions imposed to address air quality emissions. However, since this alternative would not result in the generation of additional vehicular trips, and because fossil fuel usage associated with this alternative would be limited to electricity generation for lighting and electrical outlets, this alternative has no potential to generate a substantial amount of GHG emissions that could cumulatively contribute to global climate change. As such, impacts from GHG emissions that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs would not be significant under this alternative. Since neither the proposed Project nor the No Project/Trailer Yard Alternative would conflict with any applicable plans or policies addressing climate change, impacts would be less than significant under both this alternative and the proposed Project.

### □ Noise

Noise associated with the No Project/Trailer Yard Alternative would occur during near-term construction activities and under long-term operation. Construction characteristics associated with this alternative would be similar to the proposed Project, except that construction activities would be limited to the northern portion of the property and there would be no building construction phase or architectural coating phase. As with the proposed Project, near-term construction noise impacts associated with this alternative would exceed the City's Noise Ordinance threshold of 65 dBA at a distance of 200 feet from the property line during demolition, site preparation, grading, and paving activities, although impacts during building construction and architectural coating would be avoided. Although this alternative represents a reduction in short-term noise impacts as compared to the proposed Project, the impact would not be avoided.

Under long-term operational conditions, noise generated by the No Project/Trailer Yard Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Mitigation Measures and Conditions of Approval associated Amended Plot Plan P12-061 would apply to this alternative, including requirements to construct noise attenuation walls along the perimeter of the site and to construct access gates with solid materials to address on-site noise generation. With implementation of the Mitigation Measures and Conditions of Approval, site operational noise affecting nearby sensitive receptors would be below the City's 65 dBA CNEL exterior standard and impacts would be less than significant. Due to the reduction in traffic and site operational



characteristics associated with this alternative, operational noise would be reduced under this alternative as compared to the proposed Project.

No off-site noise increases would result from implementation of this alternative because there would not be an increase in traffic volumes and all truck trips would be associated with the existing warehouse building located to the west. As such, there would be no potential for the No Project/Trailer Yard Alternative to increase noise levels on nearby roadway segments, eliminating the proposed Project's contribution of up to 0.6 CNEL under long-term operating conditions.

Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both the No Project/Trailer Yard Alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the No Project/Trailer Yard Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the No Project/Trailer Yard Alternative or the proposed Project.

### ☐ <u>Transportation and Traffic</u>

The No Project/Trailer Yard Alternative would not involve any traffic increases, as all traffic would be associated with the existing warehouse building to the west. As such, this alternative would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and no impact would occur. In comparison, the proposed Project would result in cumulatively significant impacts to seven roadway segments and five intersections under Opening Year Cumulative (2017) conditions, which would be avoided by the selection of this alternative.

The No Project/Trailer Yard Alternative would not result in any new traffic; therefore, this alternative would have no impact on CMP facilities. Implementation of the proposed Project would result in cumulatively significant but mitigable impacts to CMP facilities (I-215 Ramps at Harley Knox Boulevard) and would contribute new vehicle trips to CMP facilities that would not occur under this alternative; therefore, impacts to CMP facilities would be decreased under this alternative as compared to the proposed Project.

Neither the No Project/Trailer Yard Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the No Project/Trailer Yard Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and No Project/Trailer Yard Alternative would involve warehouse-related uses, and the site is located within a predominantly industrial warehousing area, there would be no transportation design hazard impacts due to incompatible uses.

Both the No Project/Trailer Yard Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly, an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or No Project/Trailer Yard Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the No Project/Trailer Yard Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be identical under this alternative and the proposed Project, and no impact would occur.

### ■ Biological Resources

This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

### Conclusion

Implementation of the No Project/Trailer Yard Alternative would result in the expansion of an existing truck trailer parking lot from 213 stalls to 722 stalls, and would increase the size of the parking lot to cover the northern portion of the Project site. With exception of near-term noise impacts, all significant effects of the proposed Project would be avoided or lessened by the selection of this alternative.

The No Project/Trailer Yard Alternative would fail to meet the Project's objectives. This alternative would not achieve the objectives to construct and operate a logistics center warehouse, and would not achieve a minimum FAR of 0.5. This alternative also would not attract new businesses or jobs to the City of Moreno Valley because the parking yard would merely service the existing warehouse building to the west. Moreover, selection of the No Project/Trailer Yard Alternative, while preventing development of the property with a logistics center warehouse building, would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for the Project's environmental impacts to occur elsewhere rather than be avoided.

#### 6.3.2 ALTERNATIVE 2 - NO PROJECT/INDUSTRIAL BUILDING ALTERNATIVE

Like the No Project/Trailer Yard Alternative described above, the No Project/Industrial Building Alternative allows decision-makers to compare the impacts of approving the proposed Project against the impacts that would occur if the property were to be developed pursuant to existing entitlements. Under existing entitlements (specifically, Plot Plan 07-0167 and Amended Plot Plan P12-061), the northern portion of the site would be developed with a truck trailer yard while the southern portion of the site would be developed with a 181,031 s.f. industrial building (inclusive of 5,000 s.f. of office, 2,000 s.f. of mezzanine, and 173,031 s.f. of industrial warehouse). In order to construct this alternative, the existing parking area would be demolished and some grading activities would be required on-site both in association with the new building and the expanded parking area. Figure 6-



2, *No Project/Industrial Building Alternative*, depicts a conceptual site plan for the No Project/Industrial Building Alternative. CEQA analysis for this alternative was previously completed, consisting of an MND and two MND Addenda (SCH No. 2008101041). All imposed Conditions of Approval and Mitigation Measures would apply.

Under this alternative, roadway frontage improvements along Perris Boulevard and San Michele Road would occur, including additional paved roadway and the construction of curbs and sidewalks. There would be no change to the Project frontage along Perris Boulevard or Nandina Avenue. Access to the site would be provided by driveways along Nandina Avenue, including an existing driveway accessed via the adjacent parcel and a new driveway to be constructed adjacent to the office space in the southwestern corner of the lot; a new driveway along Perris Boulevard, immediately to the north of the proposed building; and a new driveway along San Michele Road to be constructed at the northwestern corner of the lot.

The existing screen walls located along the northern edge of the existing parking lot, along Perris Boulevard, and along Nandina Avenue would be demolished as part of this alternative. New screen walls would be constructed along the southern edge of the truck trailer parking area in the south of the site (just northerly of the parking lot for the office), and additional screen walls would be constructed along the frontage with Perris Boulevard (north of the proposed building) and along San Michele Road.

The industrial building proposed under this alternative would include a total of 26 dock doors and 106 standard and handicap parking spaces. The southwestern corner of the building (approximately 6,000 s.f.) would be dedicated for office space, while the remaining portions of the building would comprise 2,000 s.f. of mezzanine space and 173,031 s.f. of warehouse space.

Selection of the No Project/Industrial Building Alternative would reduce the amount of industrial warehouse building square footage on-site from 400,130 s.f. to 181,031 s.f., but would not necessarily prevent the additional square footage from being located in another location in response to the demand for industrial building space in western Riverside County. As discussed above, an examination of alternative sites is not required in this EIR because the Project is consistent with its General Plan and Specific Plan land use designations and locating the Project on an alternative site would not be environmentally superior. Nonetheless, the Lead Agency recognizes that selection of the No Project/Industrial Building Alternative would not reduce the market demand for industrial building space in western Riverside County.

## ■ Air Quality

The No Project/Trailer Yard Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations. Although traffic from the site would decrease under this alternative as compared to the proposed Project (from approximately 1,066 trips per day under the proposed Project to approximately 323 trips per day under this alternative), the development of an industrial building on the southern portion of the property would be consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in the SCAQMD's AQMP. As such, the No Project/Trailer Yard Alternative would not conflict with implementation of the AQMP, and no impact would occur. Similarly, the proposed Project also

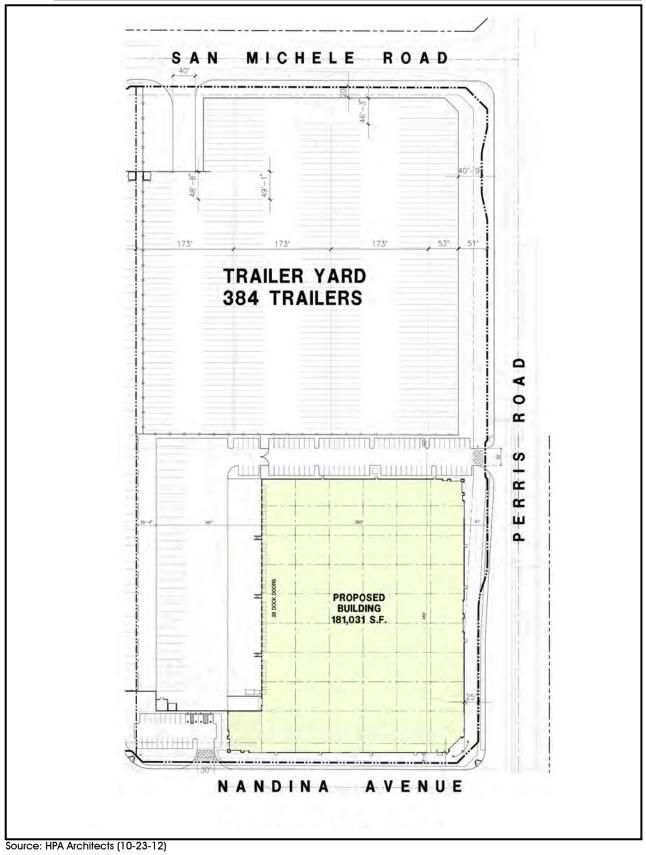




FIGURE 6-2 No Project/Industrial Building Alternative



would be consistent with the site's existing General Plan and zoning land use designations and also would be consistent with the regional population projections used in the AQMP. Thus, both this alternative and the proposed Project would be consistent with the AQMP and no adverse impact would occur in either case.

Under the No Project/Industrial Building Alternative, grading and concrete application involved in installing the parking lot, construction of the 181,031 s.f. building, and construction of screen walls would result in construction-related air emissions; however, construction activities under this alternative would be governed by the Mitigation Measures and Conditions of Approval associated with the original approvals (PA07-0165, PA07-0167, and P12-061). Given the small size and duration of construction associated with this alternative, short-term construction impacts due to the violation of an air quality standard or contribution to a projected air quality violation would be less than significant with mitigation. Due to the reduction in building area, near-term construction emissions would be reduced in comparison to the proposed Project, although both the proposed Project and this alternative would result in less than significant near-term air quality impacts during construction with the incorporation of mitigation measures.

Because the expanded parking lot would only be used by trucks serving the existing building to the west and the proposed new building, no additional traffic would be associated with the parking area. However, the new 181,031 s.f. building would generate approximately 323 trips per day (based on the information disclosed in the MND for PA07-0165, P07-166, PA07-0167). The projected increase in traffic from the site would require the implementation of Mitigation Measures and adherence to the Conditions of Approval associated with PA07-0165 and PA07-0167, which would reduce to a level below significant impacts due to the violation of air quality standards and/or contribution to an existing or projected air quality violation. Because the proposed Project would generate 743 more daily trips than would occur under this alternative, impacts to air quality standards and the level of contribution to existing or projected violations would be reduced under this alternative, but not avoided. While this alternative would reduce operational NO<sub>x</sub> emissions as compared to the proposed Project, this alternative still would result in emissions of a criteria pollutant for which the region is non-attainment (i.e., ozone precursors), but to a lesser degree than the proposed Project.

Based on the analysis contained in the 2008 MND and its associated Addenda (SCH No. 2008101041), and assuming mandatory implementation of the Mitigation Measures and Conditions of Approval associated with the approved entitlements, impacts to nearby sensitive receptors would be less than significant under this alternative. Near- and long-term air emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance with mitigation, and diesel particulate emissions would not expose sensitive receptors to significant cancer risks. Due to the reduced intensity of construction activities and reduced operational traffic associated with this alternative as compared to the proposed Project, air quality impacts affecting sensitive receptors would be reduced under this alternative. Neither this alternative nor the proposed Project would result in significant human health risks associated with air pollutant emissions.

Odors that would be associated with the No Project/Industrial Building Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and as concluded in the MND and Addendum No. 2 (SCH No. 2008101041), impacts due to odors would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the



surrounding area, and the less than significant results of the localized significance threshold analysis. Similarly, because the proposed Project does not involve any land uses that would generate odors, and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar and less than significant under both this alternative and the proposed Project.

### ☐ Greenhouse Gas Emissions

Impacts due to GHG emissions were not previously evaluated in the approved MND for the proposed 181,031 s.f. building, although an impact analysis was conducted for the expanded trailer parking area in the northern portion of the site for Addendum No. 2. Addendum No. 2 concluded that impacts associated with the parking area would not result in substantial amount of GHG emissions. The No Project/Industrial Building Alternative would involve the construction and operation of a 181,031 s.f. industrial warehouse building and a truck trailer parking area. Due to the decrease in the amount of traffic associated with this alternative (743 fewer average daily trips), and the reduced building area (219,099 s.f. less building area than the proposed Project), this alternative would generate fewer GHG emissions as compared to the proposed Project. It should be noted that the Mitigation Measures identified to address the Project's GHG emissions would not be implemented as part of this alternative. Nonetheless, impacts due to GHG emissions would be reduced under this alternative as compared to the proposed Project, and would be less than significant.

Mitigation Measures and Conditions of Approval associated with PA07-0165, PA07-0167, and P12-061 would apply to this alternative, including Mitigation Measures and Conditions of Approval imposed to address air quality emissions. Incorporation of these measures is anticipated to reduce near- and long-term emissions of GHGs. As with the proposed Project, this alternative would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, including the CARB Scoping Plan recommended measures and actions or the GHG emission reduction strategies set forth in the 2006 CAT Report. As such, impacts due to a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases would be similar under both this alternative and the proposed Project.

#### ■ Noise

Noise associated with the No Project/Industrial Building Alternative would occur during near-term construction activities and under long-term operation. Similar to the proposed Project, near-term construction activities during each phase of construction would generate noise levels that exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line. However, due to the reduction in building area associated with this alternative, the duration of construction-related noise impacts would be reduced in comparison to the proposed Project.

Under long-term operational conditions, noise generated by the No Project/Industrial Building Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Mitigation Measures and Conditions of Approval associated with PA07-0167 and P12-061 would apply to this alternative, including requirements to construct noise attenuation walls along the perimeter of the site and to construct access gates with solid materials to address on-site noise generation. With implementation of the Mitigation Measures and Conditions of Approval, site operational noise affecting nearby sensitive receptors would be below the City's 65 dBA CNEL exterior standard and impacts would be less than significant. Because the intensity of operations



associated with this alternative would be reduced in comparison to the proposed Project, operational-related noise impacts would be less under this alternative, but still less than significant for both this alternative and the proposed Project.

Because the trailer parking lot in the northern portion of the property would not result in an increase in traffic, potential off-site noise impacts associated with traffic would be limited to the 323 vehicle trips per day generated by the 181,031 s.f. building. Based on the analysis presented in the MND, the total off-site contribution to noise levels along nearby roadway segments would be between 0.1 to 1.3 decibels (which includes traffic associated with the existing 676,960 s.f. warehouse building on the parcel to the west). This level of noise increase is well below the City's significance threshold. Since the proposed Project would result in off-site noise impacts ranging from 0.0 dBA CNEL to 1.6 dBA CNEL, off-site noise impacts would be reduced under this alternative, although would not be significant under either this alternative or the proposed Project.

Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both the No Project/Industrial Building Alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the No Project/Trailer Yard Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the No Project/Trailer Yard Alternative or the proposed Project.

# Transportation and Traffic

The No Project/Industrial Building Alternative would result in the construction of a 181,031 s.f. industrial warehouse building on the southern portion of the site, which would result in the generation of approximately 323 average daily vehicle trips. There would be no increase in traffic associated with the truck trailer parking area. As determined by the MND and Addendum No. 2, implementation of this alternative would result in significant but mitigable cumulative impacts to a total of nine intersections. The proposed Project would result in cumulatively significant impacts to a total of seven roadway segments and five intersections under Opening Year Cumulative (2017) conditions and impacts to two of the intersections would be significant and unavoidable. In comparison, implementation of the No Project/Industrial Building Alternative would reduce impacts to transportation/traffic as compared to the proposed Project and eliminate the Project's significant and unavoidable cumulative traffic impacts.

As concluded in the MND and Addendum No. 2, the No Project/Industrial Building Alternative would result in cumulatively significant but mitigable impacts to two CMP facilities (I-215 SB Ramp at Oleander Avenue and I-215 NB Ramp at Oleander Avenue). Implementation of the proposed Project would result in cumulatively significant but mitigable impacts to two CMP facilities (I-215 SB Ramps at Harley Knox Boulevard and I-215 NB Ramps at Harley Knox Boulevard). Accordingly, impacts to CMP facilities would be the same under this alternative and the proposed Project.



Neither the No Project/Industrial Building Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the No Project/Industrial Building Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and No Project/Industrial Building Alternative would involve industrial-related uses, and the site is located within a predominantly industrial area, there would be no transportation design hazard impacts due to incompatible uses. In both cases, impacts would be less than significant under both the No Project/Industrial Building Alternative and the proposed Project.

Both the No Project/Industrial Building Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly, an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or No Project/Industrial Building Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the No Project/Industrial Building Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be the same under this alternative and the proposed Project, and no impact would occur.

### ■ Biological Resources

This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

#### Conclusion

Implementation of the No Project/Industrial Building Alternative would result in constructing a truck trailer parking lot on the northern portion of the property and constructing a 181,031 s.f. industrial warehouse building on the southern portion of the property in accordance with existing, approved entitlements. Implementation of this alternative would avoid the Project's significant unavoidable impact to transportation/traffic, and would generally reduce many of the other Project-related impacts that are related to building intensity. However, this alternative would reduce, but would not fully avoid, the proposed Project's impacts due to long-term operational-related emissions of NO<sub>x</sub>, and would reduce but not fully avoid the proposed Project's significant unavoidable impact due to construction-related noise.

The No Project/Industrial Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. This alternative would not achieve the Project's objective to achieve a minimum FAR of 0.5, and would be less effective in providing logistics center warehouse building space in comparison to the proposed Project. This alternative, while providing logistics center



warehouse building space within five miles of major regional transportation corridors, would provide less building space than the proposed Project. Additionally, this alternative would attract fewer businesses and jobs to the City of Moreno Valley as compared to the proposed Project. Moreover, selection of the No Project/Industrial Building Alternative, while limiting the size of the on-site logistics center warehouse building, would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental impacts to occur elsewhere rather than be avoided.

#### 6.3.3 ALTERNATIVE 3 – REDUCED PROJECT/SMALL BUILDINGS ALTERNATIVE

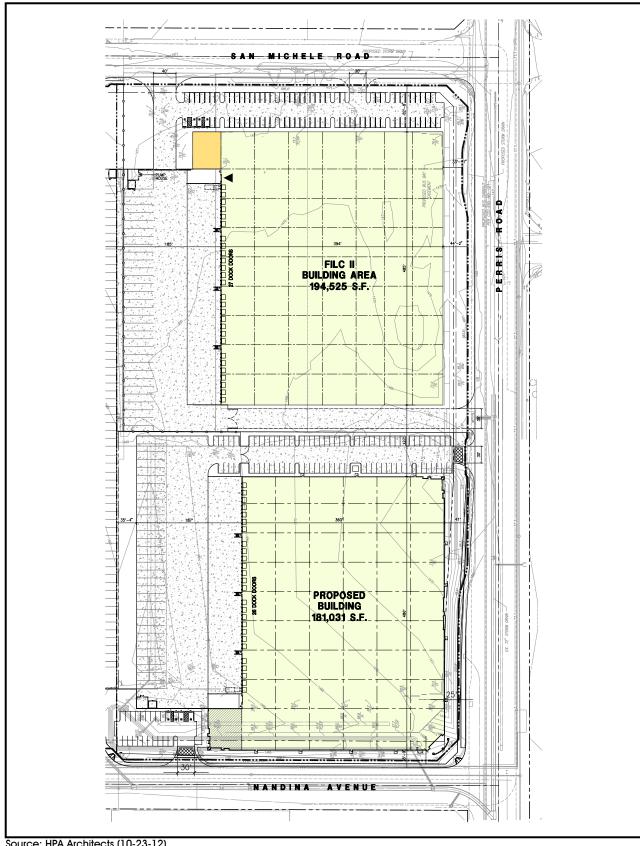
The Reduced Project/Small Buildings Alternative was selected to evaluate the comparative environmental benefits of constructing two smaller industrial warehouse buildings on-site in lieu of the single large building proposed by the Project. Under this alternative, two buildings would be constructed, with the northern building comprising approximately 194,525 s.f. of building area and the southern building comprising approximately 181,031 s.f. of building area. The southern building would consist of a 173,031 s.f. warehouse, 2,000 s.f. of mezzanine space, and a 6,000 s.f. office. The northern building would consist of 189,525 s.f. of warehouse space and 5,000 s.f. of office space. The two buildings, combined, would include 375,556 s.f. of building area, or 24,574 s.f. less building area than the proposed Project (a reduction in building area by approximately 6%). Figure 6-3, Reduced Project/Small Buildings Alternative, depicts a conceptual site plan for the Reduced Project/Small Buildings Alternative.

Roadway improvements and access points would be identical to the proposed Project under this alternative, except that an additional access would be provided to Perris Boulevard on the north side of the southern building. The existing screen walls would be extended under this alternative and would occur along the entire frontage with Perris Boulevard and San Michele Road, while the screen walls along Nandina Avenue would be demolished and replaced along the northern edge of the employee parking area proposed adjacent to Nandina Avenue.

The industrial buildings proposed under this alternative would include a total of 55 dock doors, 62 truck trailer parking stalls, and 193 standard and handicap spaces.

#### Air Quality

The Reduced Project/Small Buildings Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations. The development of industrial buildings on-site would be consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in SCAG's AQMP. As such, the Reduced Project/Small Buildings Alternative would not conflict with implementation of the AQMP, and no impact would occur. Because the proposed Project also would be consistent with the site's existing General Plan and zoning land use designations and would be consistent with the regional population projections used in the AQMP, impacts due to a conflict with the applicable AQMP would be the same under both the proposed Project and the Reduced Project/Small Buildings Alternative.



Source: HPA Architects (10-23-12)



FIGURE 6-3 Reduced Project/Small Building Alternative Under the Reduced Project/Small Buildings Alternative, activities involved in demolishing the existing parking lot and building the two small buildings would result in construction emissions very similar to that of the proposed Project. Although this alternative would result in a reduction in building area, this alternative would require the construction of more walls for the individual buildings and would require more area requiring paint, thereby increasing the emission of VOCs under near-term conditions. As with the proposed Project, this alternative would require mitigation measures to reduce near-term emissions of ROGs and  $NO_x$  to a level below significant. With the required mitigation, neither this alternative nor the proposed Project would result in a violation of an air quality standard or contribution to a projected air quality violation, although near-term construction emissions would slightly increase under this alternative as compared to the proposed Project.

The new 181,031 s.f. building and 194,525 s.f. building would generate approximately 1,336 trips per day (utilizing the ITE rates for industrial warehousing). Because the buildings would not qualify as "high cube" due to their small size, the trip rate per square foot is higher than the proposed Project. The projected increase in traffic from the site would require the implementation of mitigation measures and City issued conditions of approval. However, even with the incorporation of mitigation measures, the 1,336 daily trips associated with this alternative would result in significant and unavoidable impacts due to the emissions of NO<sub>x</sub>, which would violate the SCAQMD regional air quality standard and would contribute to an existing air quality violation (i.e., smog). Since the proposed Project would generate 270 fewer daily trips than would occur under this alternative, impacts due to a conflict with the SCAQMD regional air quality standard and the level of contribution to an existing air quality violation (i.e., ozone) would be increased under this alternative. Accordingly, this alternative would increase the proposed Project's significant and unavoidable impact due to operational NO<sub>x</sub> emissions.

As with the proposed Project, and assuming mandatory implementation of similar mitigation measures and conditions of approval, impacts to nearby sensitive receptors would be less than significant under this alternative. Emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance, and diesel particulate emissions would not expose sensitive receptors to significant cancer risks. However, these less than significant impacts to sensitive receptors would be increased under this alternative in comparison to the proposed Project due to the increase in daily vehicular trips (i.e., 1,336 average daily trips, as compared to 1,066 average daily trips under the proposed Project).

Odors that would be associated with the Reduced Project/Small Buildings Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and similar to the proposed Project, impacts due to odors under this alternative would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the surrounding area, and the less-than-significant results of the localized significance threshold analysis. Since this alternative and the proposed Project do not involve any land uses that would generate odors, and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar under both this alternative and the proposed Project, and would be less than significant.



#### □ Greenhouse Gas Emissions

The Reduced Project/Small Buildings Alternative would involve the construction and operation of 375,556 s.f. of industrial warehouse building area in two buildings. Due to the slight increase in the amount of traffic associated with this alternative (270 additional average daily trips), mobile-source related GHG emissions would increase as compared to the proposed Project. However, since this alternative would involve less building area, non-mobile source operational GHG emissions could be reduced under this alternative. Nonetheless, because the majority of GHG emissions are associated with vehicle sources, total GHGs generated under this alternative would be greater than those associated with the proposed Project.

Mitigation measures and conditions of approval similar to those applied to the proposed Project would apply to this alternative, including those imposed to address air quality emissions. Incorporation of these measures is anticipated to reduce near- and long-term emissions of GHGs. As with the proposed Project, it is not anticipated that this alternative would conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, including the CARB Scoping Plan recommended measures and actions or the GHG emission reduction strategies set forth in the 2006 CAT Report. As such, impacts due to a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases would be similar under both this alternative and the proposed Project and would be less than significant.

#### ■ Noise

Noise associated with the Reduced Project/Small Buildings Alternative would occur during near-term construction activities and under long-term operation. Similar to the proposed Project, near-term construction activities during each phase of construction would generate noise levels that exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line. Since this alternative would result in the construction of two buildings instead of one, it is anticipated that the duration of noise impacts during the building construction and architectural coating phase would increase under this alternative as compared to the proposed Project. Accordingly, implementation of this alternative would result in a near-term significant and unavoidable impact to noise, and such impacts would be slightly increased as compared to the proposed Project.

Under long-term operational conditions, noise generated by the Reduced Project/Small Buildings Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Perimeter walls would act as noise barriers and contain operational noise and nearby sensitive receptors would experience noise levels below the City's 65 dBA CNEL exterior standard. As such, impacts would be less than significant. Noise levels may be increased compared to the proposed Project, however, due to the 270 vehicle increase in average daily traffic associated with this alternative.

Off-site transportation related impacts are not anticipated to be significant in association with this alternative. However, since this alternative would result in 270 more average daily vehicle trips as compared to the proposed Project, off-site noise impacts would increase under this alternative in comparison to the proposed Project, but would remain below a level of significance.



Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both this alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the Reduced Project/Small Buildings Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the Reduced Project/Small Buildings Alternative or the proposed Project.

#### ■ Transportation and Traffic

The Reduced Project/Small Buildings Alternative would result in the construction and operation of 375,556 s.f. of industrial warehouse building area, which would result in the generation of approximately 1,336 average daily vehicle trips (utilizing the ITE rates for industrial warehousing). Due to the increase in traffic associated with this alternative (i.e., 1,336 average daily trips, as compared to 1,066 average daily trips for the proposed Project), it can reasonably be assumed that this alternative would result in similar or increased impacts at the seven roadway segments and five intersections that would be significantly and cumulatively impacted by the proposed Project under Horizon Year Cumulative (2017) conditions. Cumulative impacts at the intersections of Western Way/ Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard would remain significant and unavoidable under both this alternative and the proposed Project, although this alternative would produce more traffic and would therefore have a greater on these intersections. Therefore, implementation of the Reduced Project/Small Buildings Alternative would increase impacts to transportation/traffic as compared to the proposed Project.

Implementation of the Reduced Project/Small Buildings Alternative would likely impact the same CMP facilities as the proposed Project (I-215 SB Ramps at Harley Knox Boulevard and I-215 NB Ramps at Harley Knox Boulevard); however, such impacts would be increased because this alternative would produce 270 more average daily trips than the proposed Project. Accordingly, impacts to CMP facilities would increase under this alternative as compared to the proposed Project, although such impacts would be reduced to a level below significant through the payment of DIF and/or TUMF fees in either case.

Neither the Reduced Project/Small Buildings Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the Reduced Project/Small Buildings Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and Reduced Project/Small Buildings Alternative would involve industrial-related uses, and the site is located within a predominantly industrial area, there would be no impacts due to incompatible uses. In both cases, impacts would be similar under both the Reduced Project/Small Buildings Alternative and the proposed Project and would not be significant.

Both the Reduced Project/Small Buildings Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly,

an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or Reduced Project/Small Buildings Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the Reduced Project/Small Buildings Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be identical under this alternative and the proposed Project, and no impact would occur.

# ■ Biological Resources

This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

#### Conclusion

Implementation of the Reduced Project/Small Buildings Alternative would result in the construction of 375,556 s.f. of industrial warehouse building area, or 24,574 s.f. less building area than the proposed Project (a reduction in building area by approximately 6%). Implementation of this alternative would increase the proposed Project's significant unavoidable impacts to air quality, noise, and transportation/traffic, and would generally increase Project-related operational impacts that are related to average daily traffic. The Reduced Project/Small Buildings Alternative would meet all of the Project's objectives, except may have more difficulty meeting the objective to construct a logistics center that appeals to tenants seeking to locate in the Moreno Valley area due to the smaller sized buildings as compared to the larger building proposed by the Project.

#### 6.3.4 ALTERNATIVE 4 – REDUCED PROJECT/NORTH BUILDING ALTERNATIVE

The Reduced Project/North Building Alternative was selected to evaluate the comparative environmental benefits of constructing one smaller industrial warehouse building on the northern portion of the property and retaining the existing truck trailer yard in the southern portion of the site, in lieu of constructing the single large building proposed by the Project. Under this alternative, a single 194,525 s.f. building would be constructed in the northern portion of the site, while the existing truck trailer parking area in the south would be retained. The building would consist of 189,525 s.f. of warehouse space and 5,000 s.f. of office space. Implementation of this alternative would reduce the allowable building area on-site by 205,605 s.f., or approximately 51% less building area than the proposed Project. Figure 6-4, *Reduced Project/North Building Alternative*, depicts a conceptual site plan for the No Project/North Building Alternative.

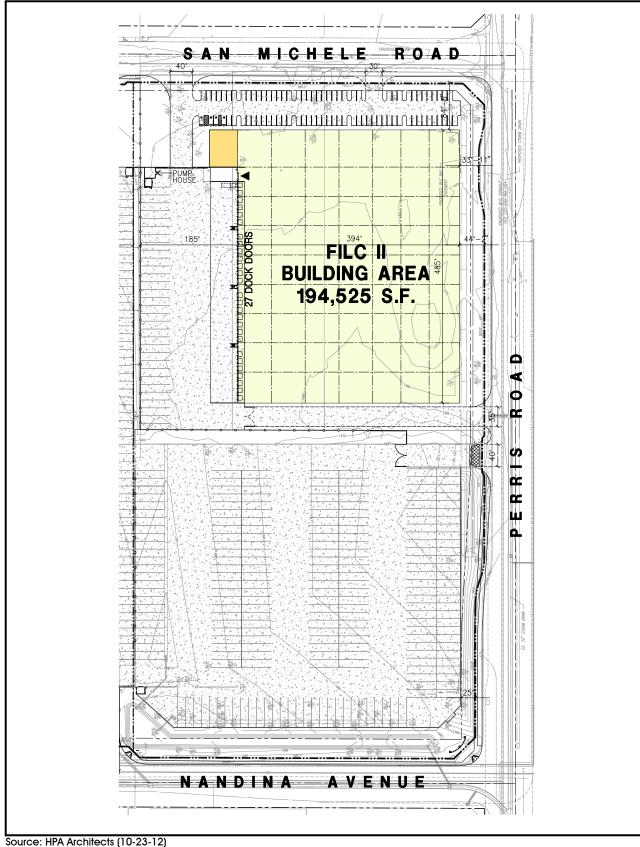




FIGURE 6-4 Reduced Project/North Building Alternative Roadway improvements and access points would be identical to the proposed Project under this alternative, except that an additional access would be provided to Perris Boulevard on the north side of the existing truck trailer parking area. The existing screen walls would be extended under this alternative and would occur along the entire frontage with Perris Boulevard and San Michele Road, while the screen walls along Nandina Avenue would be demolished and replaced along the northern edge of the employee parking area proposed adjacent to Nandina Avenue.

The industrial building proposed under this alternative would include a total of 28 dock doors, 243 truck trailer parking stalls, and 87 standard and handicap spaces.

## □ Air Quality

The Reduced Project/North Building Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations. The development of an industrial building on-site would be consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in SCAG's AQMP. As such, the Reduced Project/North Building Alternative would not conflict with implementation of the AQMP, and no impact would occur. Because the proposed Project also would be consistent with the site's existing General Plan and zoning land use designations and would be consistent with the regional population projections used in the AQMP, impacts due to a conflict with the applicable AQMP would be the same under both the proposed Project and the Reduced Project/North Building Alternative.

Under the Reduced Project/North Building Alternative, the extent of construction activities would be reduced as compared to the proposed Project; as such, construction-related air quality emissions would be lessened. As with the proposed Project, this alternative would require mitigation measures to reduce near-term emissions of VOCs and NO<sub>x</sub> to a level below significant, but to a lesser degree. With required mitigation, neither this alternative nor the proposed Project would result in a violation of an air quality standard or contribution to a projected air quality violation, although near-term construction emissions would be reduced under this alternative as compared to the proposed Project.

The new 194,525 s.f. building would generate approximately 693 trips per day (utilizing the ITE rates for industrial warehousing). The projected increase in traffic from the site would require the implementation of mitigation measures and adherence to conditions of approval similar to those imposed for the proposed Project. However, even with the incorporation of mitigation measures, the 693 trips associated with this alternative would result in significant and unavoidable impacts due to the emissions of NO<sub>x</sub>, which would violate the SCAQMD regional air quality standard and would contribute to an existing air quality violation (i.e., smog). Since the proposed Project would generate 373 more daily trips than would occur under this alternative, impacts due to a conflict with the SCAQMD regional air quality standard and the level of contribution to an existing air quality violation (i.e., ozone) would be reduced under this alternative. Accordingly, this alternative would reduce but not avoid the proposed Project's significant and unavoidable impact due to operational NO<sub>x</sub> emissions.

As with the proposed Project, and assuming implementation of similar mitigation measures and conditions of approval, impacts to nearby sensitive receptors would be less than significant under this alternative. Emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance, and diesel particulate emissions would not expose sensitive receptors to

significant cancer risks. These less than significant impacts to sensitive receptors would be reduced under this alternative in comparison to the proposed Project due to the reduction in daily vehicular trips (i.e., 693 average daily trips, as compared to 1,066 average daily trips under the proposed Project).

Odors that would be associated with the Reduced Project/North Building Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and similar to the proposed Project, impacts due to odors under this alternative would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the surrounding area, and the less-than-significant results of the localized significance threshold analysis. Since this alternative and the proposed Project do not involve any land uses that would generate odors, and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar under both this alternative and the proposed Project, and would be less than significant.

### ☐ Greenhouse Gas Emissions

The Reduced Project/North Building Alternative would involve the construction and operation of 194,525 s.f. of industrial warehouse building area. Due to the slight reduction in the amount of traffic associated with this alternative (373 fewer average daily trips), mobile-source related GHG emissions would decrease as compared to the proposed Project. Additionally, since this alternative would involve less building area, non-mobile source operational GHG emissions also would be reduced under this alternative.

Mitigation measures and conditions of approval similar to those applied to the proposed Project associated would apply to this alternative, including those imposed to address air quality emissions. Incorporation of these measures is anticipated to reduce near- and long-term emissions of GHGs. As with the proposed Project, it is not anticipated that this alternative would conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, including the CARB Scoping Plan recommended measures and actions or the GHG emission reduction strategies set forth in the 2006 CAT Report. As such, impacts due to a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases would be similar under both this alternative and the proposed Project and would be less than significant.

#### □ Noise

Noise associated with the Reduced Project/North Building Alternative would occur during near-term construction activities and under long-term operation. Similar to the proposed Project, near-term construction activities during each phase of construction would generate noise levels that exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line. Since this alternative would result in the construction of a smaller building on-site, it is anticipated that the duration of noise impacts during the building construction and architectural coating phase would be reduced under this alternative as compared to the proposed Project. However, implementation of this alternative would not fully avoid the proposed Project's near-term significant and unavoidable impact to noise.



Under long-term operational conditions, noise generated by the Reduced Project/North Building Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Mitigation measures and conditions of approval, including requirements to construct noise attenuation walls along the perimeter of the site and to construct access gates with solid materials to address on-site noise generation would be effective in containing operational noise. With implementation of similar mitigation measures and conditions of approval imposed on the proposed Project, site operational noise affecting nearby sensitive receptors would be below the City's 65 dBA CNEL exterior standard and impacts would be less than significant. Overall, operational noise impacts would be decreased as compared to the proposed Project due to the 373 vehicle fewer average daily trips associated with this alternative.

Off-site transportation related impacts would be less than significant in association with this alternative and the proposed Project. Since this alternative would result in 373 fewer average daily vehicle trips as compared to the proposed Project, off-site noise impacts would decrease under this alternative in comparison to the proposed Project.

Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both this alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the Reduced Project/North Building Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the Reduced Project/North Building Alternative or the proposed Project.

#### ■ Transportation and Traffic

The Reduced Project/North Building Alternative would retain the parking lot in the southern portion of the site and result in the construction and operation of a 194,525 s.f. industrial warehouse building in the northern portion of the site, which would result in the generation of approximately 693 average daily vehicle trips (utilizing the ITE rates for industrial warehousing). It is anticipated that implementation of this alternative would result in cumulatively significant impacts at the same seven roadway segments and five intersections that would be impacted by the proposed Project under Horizon Year Cumulative (2017) conditions, although such impacts would be reduced in comparison to the proposed Project. Cumulative impacts at the intersections of Western Way/ Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard would remain significant and unavoidable under both this alternative and the proposed Project, although this alternative would produce less traffic and would therefore have a lesser degree of cumulative impact at these intersections.

Implementation of the Reduced Project/North Building Alternative would likely impact the same CMP facilities as the proposed Project (I-215 SB Ramps at Harley Knox Boulevard and I-215 NB Ramps at Harley Knox Boulevard); however, such impacts would be reduced since this alternative would produce 373 fewer average daily trips than the proposed Project. Accordingly, impacts to CMP facilities would be reduced under this alternative as compared to the proposed Project, and such impacts would be reduced to a level below significant through the payment of DIF and/or TUMF fees.

Neither the Reduced Project/North Building Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the Reduced Project/North Building Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and Reduced Project/North Building Alternative would involve industrial-related uses, and the site is located within a predominantly industrial area, there would be no impacts due to incompatible uses. In both cases, impacts would be similar under both the Reduced Project/North Building Alternative and the proposed Project and would not be significant.

Both the Reduced Project/North Building Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly, an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or Reduced Project/North Building Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the Reduced Project/North Building Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be identical under this alternative and the proposed Project, and no impact would occur.

### ■ Biological Resources

This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

#### Conclusion

Implementation of the Reduced Project/North Building Alternative would retain the existing truck trailer parking yard in the southern portion of the property and result in the construction of 194,525 s.f. of industrial warehouse building area in the northern portion of the property. This would result in 205,605 s.f. less building area than the proposed Project (a reduction in building area by approximately 51%). Implementation of this alternative would reduce the proposed Project's significant unavoidable impacts to air quality, noise, and transportation/traffic, although such impacts would not be fully avoided under this alternative. Other Project-related operational impacts that are related to average daily traffic also would be reduced under this alternative.

The Reduced Project/North Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. This alternative would not achieve the Project's objective to achieve a minimum FAR of 0.5, and would be less effective in providing logistics center warehouse building space in comparison to the proposed Project. This alternative, while providing logistics center warehouse building space within five miles of major regional transportation corridors, would provide



less building space than the proposed Project. Additionally, this alternative would attract fewer businesses and jobs to the City of Moreno Valley as compared to the proposed Project. Moreover, selection of the Reduced Project/North Building Alternative would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental impacts to occur elsewhere rather than be avoided.



 Table 6-1
 Alternatives – Comparison of Environmental Effects

ENVIRONMENTAL TOPIC	PROPOSED PROJECT SIGNIFICANCE OF IMPACTS AFTER MITIGATION	LEVEL OF IMPACT COMPARED TO THE PROPOSED PROJECT			
		No Project/ Trailer Yard Alternative	NO PROJECT/ INDUSTRIAL BUILDING ALTERNATIVE	REDUCED PROJECT/ SMALL BUILDINGS ALTERNATIVE	REDUCED PROJECT/ NORTH BUILDING ALTERNATIVE
Air Quality – Construction	Less than Significant	Reduced	Reduced	Increased	Reduced
Air Quality - Operational	Significant and Unavoidable	Reduced and Avoided	Reduced but Not Avoided	Increased	Reduced but Not Avoided
Greenhouse Gas Emissions	Less than Significant	Reduced	Reduced	Increased	Reduced
Noise - Construction	Significant and Unavoidable	Reduced but Not Avoided	Reduced but Not Avoided	Increased	Reduced but Not Avoided
Noise - Operational	Less than Significant	Reduced	Reduced	Increased	Reduced
Transportation/ Traffic - Operational	Significant and Unavoidable	Reduced and Avoided	Reduced but Not Avoided	Increased	Reduced but Not Avoided
<b>Biological Resources</b>	Less than Significant	Same	Same	Same	Same
ABILITY TO MEET THE BASIC OBJECTIVES OF THE PROJECT <sup>1</sup>					
Objective A:		No	Yes, but to a lesser degree	Yes, but to a lesser degree	Yes, but to a lesser degree
Objective B:		No	Yes, but to a lesser degree	Yes, but to a lesser degree	Yes, but to a lesser degree
Objective C:		No	No	Yes, but to a lesser degree	Yes, but to a lesser degree
Objective D:		No	Yes, but to a lesser degree	Yes	Yes, but to a lesser degree
Objective E:		No	Yes, but to a lesser degree	Yes, but to a lesser degree	Yes, but to a lesser degree

<sup>1.</sup> Refer to EIR Subsection 6.3 for a list of the proposed Project's basic objectives.

## 7.0 REFERENCES

## 7.1 **EIR Preparers**

### 7.1.1 CITY OF MORENO VALLEY COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

John Terell, AICP, Planning Official Chris Ormsby, Senior Planner Julia Descoteaux, Associate Planner

#### 7.1.2 T&B PLANNING, INC.

Tracy Zinn, Principal

Degrees: B.S.; Regional Planning and Geography, 1992 Certifications: American Institute of Certified Planners, 2009

Jeramey Harding, Senior Project Manager

Degrees: B.S.; Natural Resources Planning, 1999

M.S.; Urban and Regional Planning, 2001

Certifications: American Institute of Certified Planners, 2011

David Ornelas, Project Manager

Degrees: B.A.; Urban Studies and Planning, 2006

Zachary Norwood, Environmental Analyst

Degrees: B.S.; Environmental Geography, 2010

M.C.R.P.; City and Regional Planning, 2012

Eric Horowitz, GIS Manager

Degrees: B.A.; Urban and Regional Planning, 1996

M.S.; Geographic Information Systems, 2003

Certifications: Geographic Information Systems Professional, 2009

# 7.2 DOCUMENTS INCORPORATED BY REFERENCE

Project Applications. 2012. Application for Building Plot Plan (PA12-0023) on file at the City of Moreno Valley Community and Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552.

Moreno Valley, City of. 2008. Mitigated Negative Declaration for Nandina III Distribution Center and associated Addendum No. 1 (2011) and Addendum No. 2 (2012).

Moreno Valley, City of. 2007. *City of Moreno Valley Transportation Engineering Division Traffic Impact Analysis Preparation Guide*. Available at the City of Moreno Valley Public Works Department, 14177 Frederick Street, Moreno Valley, CA 92552, or online at <a href="http://www.moreno-valley.ca.us/city\_hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf">http://www.moreno-valley.ca.us/city\_hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf</a>

- Moreno Valley, City of. 2006a. *Moreno Valley General Plan*. Approved July 11, 2006. Available at the City of Moreno Valley Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552, or online at <a href="http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>
- Moreno Valley, City of. 2006b. *Moreno Valley General Plan Final Environmental Impact Report*. Certified July 11, 2006. Available at the City of Moreno Valley Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552, or online at <a href="http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>.
- Moreno Valley, City of. 2002. *Moreno Valley Industrial Area Plan (Specific Plan 208)*. Amended March 12, 2002. Available at the City of Moreno Valley Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552, or online at <a href="http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>.
- Perris, City of. 2005. *City of Perris General Plan and Final Program Environmental Impact Report*. Certified April 2005. Available at the City of Perris Department of Community Development, 135 North "D" Street, Perris, CA 92570, or online at <a href="http://www.cityofperris.org/city-hall/general-plan.html">http://www.cityofperris.org/city-hall/general-plan.html</a>.
- Riverside, City of. 2007. *City of Riverside General Plan Final Program Environmental Impact Report*. Certified November 2007. Available at the City of Riverside Community Development Department, Planning Division, 3900 Main Street, Riverside, CA 92522, or online at http://www.riversideca.gov/planning/gp2025program.
- Riverside, County of. 2003a. *County of Riverside General Plan Final Program Environmental Impact Report*. Certified October 2003. Available at the County of Riverside County Planning Department, 4080 Lemon Street, 12<sup>th</sup> Floor, Riverside, CA 92502, or online at <a href="http://www.rctlma.org/genplan/default.aspx">http://www.rctlma.org/genplan/default.aspx</a>.

# 7.3 DOCUMENTS AND WEBSITES CONSULTED

- Air Force, Department of. 2005. *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Available at: <a href="http://www.marchjpa.com/docs\_forms/aicuz2005.pdf">http://www.marchjpa.com/docs\_forms/aicuz2005.pdf</a>. August 2005. Accessed March 14, 2011.
- Albert A. Webb Associates. (2008). *North Perris Road and Bridge Benefit District Analysis Report*. City of Perris. Retrieved November 27, 2012, from <a href="http://www.cityofperris.org/business/news/northperris-bridgedist-report-v3\_0308.pdf">http://www.cityofperris.org/business/news/northperris-bridgedist-report-v3\_0308.pdf</a>
- Alfred A. Webb Associates. 2012a. Preliminary Water Quality Management Plan First Inland Logistics Center II. July 2012.
- Alfred A. Webb Associates. 2012b. *Preliminary Drainage Study First Inland Logistics Center II*. May 2012.

- Building Plot Plan (PA12-0023) on file at the City of Moreno Valley Community and Economic Development Department, Planning Division.
- California Air Resources Board. 2011. "Air Quality and Emissions" Available at: <a href="http://www.arb.ca.gov/html/ds.htm">http://www.arb.ca.gov/html/ds.htm</a>. Updated February 24, 2011 and accessed September 16, 2011.
- California Air Resources Board, 2009. "2009 Air Quality Almanac." Web. Available at: http://www.arb.ca.gov/aqd/almanac/almanac09/almanac09.htm. Accessed January 29, 2013.
- California Department of Conservation. 2010. "Alquist-Priolo Earthquake Fault Zone Maps." Web. Available at: <a href="http://www.quake.ca.gov/gmaps/ap/ap\_maps.htm">http://www.quake.ca.gov/gmaps/ap/ap\_maps.htm</a>. Accessed: May 22, 2012.
- California Department of Resources Recycling and Recovery. n.d. *Solid Waste Information System, Facility/Site Listing*. Web. Available: <a href="http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?FAC=Disposal&OPSTATUS=Active&REGSTATUS=Permitted">http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList?FAC=Disposal&OPSTATUS=Active&REGSTATUS=Permitted</a>. Accessed October 18, 2012.
- California Department of Toxic Substances Control. n.d. "Cleanup Sites and Hazardous Waste Permitted Facilities." Web. Available: <a href="http://www.envirostor.dtsc.ca.gov/public/">http://www.envirostor.dtsc.ca.gov/public/</a>. Accessed: May 22, 2012.
- California Department of Toxic Substances Control. n.d. *EnviroStor*. Available at: <a href="http://www.envirostor.dtsc.ca.gov/public">http://www.envirostor.dtsc.ca.gov/public</a>. Accessed: March 17, 2011.
- California Department of Toxic Substances Control. 2007. "Fact Sheet, August 2007: Hazardous Waste Transporter Requirements" Web. Available at: <a href="http://www.dtsc.ca.gov/ContactDTSC/Transporters.cfm">http://www.dtsc.ca.gov/ContactDTSC/Transporters.cfm</a>. Accessed September 20, 2011.
- California Department of Transportation. "California Scenic Highway Program." Web. Available: <a href="http://www.dot.ca.gov/hq/LandArch/scenic\_highways/scenic\_hwy.htm">http://www.dot.ca.gov/hq/LandArch/scenic\_highways/scenic\_hwy.htm</a>. Accessed: May 22, 2012.
- California State Legislature. 2006. Assembly Bill 32 (Nunez).
- California State Legislature. 2004. Senate Bill 50 (Greene).
- City of Moreno Valley. 2006a. Moreno Valley General Plan. Retrieved from http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml
- City of Moreno Valley. 2007. City of Moreno Valley Transportation Engineering Division Traffic Impact Analysis Preparation Guide. Retrieved from <a href="www.moreno-valley.ca.us/city-hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf">www.moreno-valley.ca.us/city-hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf</a>
- County of Riverside. 2003a, October. County of Riverside General Plan Final Program Environmental Impact Report. Retrieved from www.riversideca.gov/planning/gp2025program



- Department of the Air Force. 2005. March Air Reserve Base/ Inland Port Airport Joint Land Use Study. March Joint Powers Authority.
- Eastern Municipal Water District, 2011. 2010 Urban Water Management Plan. Available at <a href="http://www.emwd.org/news/pubs\_uwmp.html">http://www.emwd.org/news/pubs\_uwmp.html</a>.
- Eastern Municipal Water District. 2007a. Mitigated Negative Declaration (SCH No. 2007031155) for the Moreno Valley Regional Wastewater Reclamation Facility Expansion Project. June 20, 2007.
- Eastern Municipal Water District. 2005a. Mitigated Negative Declaration (SCH No. 2004101086) for the Perris Valley Regional Wastewater Reclamation Facility Expansion Project.
- Eastern Municipal Water District, 2005b. 2005 Urban Water Management Plan. Retrieved from <a href="http://www.emwd.org/news/pubs\_uwmp.html">http://www.emwd.org/news/pubs\_uwmp.html</a>.
- ESNR Corporation. 2007. Phase I Environmental Site Assessment of Eight Parcels Located at Nandina Avenue and Perris Boulevard in Moreno Valley, California. August 2007.
- Google. Google Earth. Vers. 6.1.0.5001. Computer software. Google, 2011.
- March Joint Powers Authority. 2007. General Plan of the March Joint Powers Authority.
- March Joint Powers Authority. 2010. *March Air Reserve Base/Inland Port Airport Joint Land Use Study*, December 2010 (prepared by Mead & Hunt). Available at: <a href="http://www.marchjpa.com/docs\_forms/jlus2010.pdf">http://www.marchjpa.com/docs\_forms/jlus2010.pdf</a>.
- March Joint Powers Authority. 2010. *Draft Vision 2030: March JPA General Plan.* March 2010 Draft.
- March Joint Powers Authority, 2009. Final Program Environmental Impact Report for the March LIfecare Campus Specific Plan. October 2009.
- Master Plot Plan (PA11-0002) on file at the City of Moreno Valley Planning Department.
- Moreno Valley, City of. n.d. *Municipal Code*. Web. Available: <a href="http://qcode.us/codes/morenovalley/">http://qcode.us/codes/morenovalley/</a>>. Accessed: May 22, 2012.
- Moreno Valley, City of. 2012. Addendum No. 2 to Mitigated Negative Declaration for Nandina III Distribution Center.
- Moreno Valley, City of. 2011. *GIS Maps OnLine*. Web. Available: <a href="www.moreno-valley.ca.us/city\_hall/city\_maps.shtml">www.moreno-valley.ca.us/city\_hall/city\_maps.shtml</a>. Accessed: October, 2012.
- Moreno Valley, City of. 2010. *Adopted Land Use Map*. Web. Available at: <a href="http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>. Accessed: October, 2012

- Moreno Valley, City of. 2008. Mitigated Negative Declaration for Nandina III Distribution Center.
- Moreno Valley, City of. 2006a. *Moreno Valley General Plan*. Web. Available at: <a href="www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>. Accessed: November, 2012.
- Moreno Valley, City of. 2006b. Moreno *Valley General Plan Final Environmental Impact Report*. Web. Available at: <a href="http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>.
- Moreno Valley, City of. 2002. *Moreno Valley Industrial Area Plan (Specific Plan 208)*. Available at: www.moreno-valley.ca.us/city\_hall/departments/specificplans.shtml.
- Moreno Valley, City of. n.d. Municipal Code. Available at: <a href="http://qcode.us/codes/morenovalley/">http://qcode.us/codes/morenovalley/</a>.
- Perris, City of. 2010. Zoning Ordinance. Available at: <a href="http://www.cityofperris.org/city-hall/zoning.html">http://www.cityofperris.org/city-hall/zoning.html</a> Amended through February 4, 2010.
- Perris, City of. 2005. *City of Perris General Plan Final Program Environmental Impact Report*. Certified April 2005. Available at: <a href="http://www.cityofperris.org/city-hall/general-plan.html">http://www.cityofperris.org/city-hall/general-plan.html</a>.
- Riverside, City of. 2007. *City of Riverside General Plan Final Program Environmental Impact Report*. Certified November 2007. Available at: <a href="http://www.riversideca.gov/planning/gp2025program/">http://www.riversideca.gov/planning/gp2025program/</a>.
- Riverside, City of. n.d. Municipal Code Chapter 19.590, Performance Standards. Available at: <a href="http://www.riversideca.gov/municode/pdf/19/article-8/19-590.pdf">http://www.riversideca.gov/municode/pdf/19/article-8/19-590.pdf</a>. Accessed: October 2012.
- Riverside, County of. 2011. Request for Qualifications #TLARC-315 March Air Reserve Base Airport Land Use Compatibility Plan Environmental Impact Report Services. Available at: <a href="http://www.purchasing.co.riverside.ca.us/document/903/TLARC315%20.pdf">http://www.purchasing.co.riverside.ca.us/document/903/TLARC315%20.pdf</a>. Closing date September 15, 2011.
- Riverside, County of. 2003a. *County of Riverside General Plan Final Program Environmental Impact Report*. Certified October 2003. Available at: <a href="http://www.rctlma.org/genplan/default.aspx">http://www.rctlma.org/genplan/default.aspx</a>.
- Riverside, County of. 2003b. Western Riverside County Multiple Species Habitat Conservation Plan. Vols. 1-5. Web. Available at: http://www.rctlma.org/mshcp/index.html.
- Riverside, County of. 2003c. *County of Riverside General Plan*. Approved October 2003. Available at <a href="http://www.rctlma.org/genplan/default.aspx">http://www.rctlma.org/genplan/default.aspx</a>>.
- Riverside, County of. 1986. Fire Protection and Emergency Medical Master Plan. November 15, 1986.



- Riverside County Airport Land Use Commission. 1986. *Riverside County Airport Land Use Compatibility Plan, March ARB*. Web. Available at:

  <a href="http://www.rcaluc.org/filemanager/plan/old//March%20Air%20Reserve%20Base%20(MARB).pdf">http://www.rcaluc.org/filemanager/plan/old//March%20Air%20Reserve%20Base%20(MARB).pdf</a>.
  <a href="https://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf">https://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf</a>.
  <a href="https://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf">https://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf</a>.
- Riverside County Flood Control and Water Conservation District. n.d. *Perris Valley Master Drainage Plan*; and, *Sunnymead Master Drainage Plan* Available at: <a href="http://rcflood.org/RCFCInternetText/DistrictDocuments.html">http://rcflood.org/RCFCInternetText/DistrictDocuments.html</a>.
- Riverside County Transportation and Land Management Agency. 2011. Geographic Information System. Accessed May 2011 through November 2011.
- Riverside County Transportation Commission. 2010. 2010 Riverside County Congestion Management Program. Web. Available at: <a href="https://www.rctc.org/downloads/congestionmanagementprogram.pdf">www.rctc.org/downloads/congestionmanagementprogram.pdf</a>.
- Riverside County Transportation Commission. n.d. "North I-215 Project." Available at: <a href="http://www.i215project.info/north/">http://www.i215project.info/north/</a>.
- Riverside County Transportation Commission. n.d. "Perris Valley Line." Web. Available: <a href="http://www.perrisvalleyline.info/index.asp">http://www.perrisvalleyline.info/index.asp</a>.
- Riverside County Waste Management Department. 2012. *Countywide Disposal Tonnage Tracking System (CDTTS) Disposal Reports* 2<sup>nd</sup> Quarter 2012 (April 1, 2012 thru June 30, 2012). October 10, 2012. Web. Available: <a href="https://www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2012-2QTR-RCDisposalReports.PDF">www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2012-2QTR-RCDisposalReports.PDF</a>. Accessed October 18, 2012.
- Riverside County Waste Management Department. 2011. *Countywide Disposal Tonnage Tracking System (CDTTS) Disposal Reports 1<sup>st</sup> Quarter 2011 (January 1, 2011 thru March 31, 2011).* July 6, 2011. Web. Available at: <a href="http://www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2011-1QTR-RCDisposalReports.pdf">http://www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2011-1QTR-RCDisposalReports.pdf</a>.
- Riverside County Waste Management Department. n.d. "Landfill Information." Available: <a href="http://www.rivcowm.org/opencms/landfill">http://www.rivcowm.org/opencms/landfill</a> info/index.html.
- San Jacinto River Watershed Council. 2007. *Integrated Regional Watershed Management Plan for the San Jacinto River Watershed*. December 31, 2007. Available at: <a href="http://www.cityofcanyonlake.com/uploads/files/SanJacintoIRWMP">http://www.cityofcanyonlake.com/uploads/files/SanJacintoIRWMP</a> <a href="mailto:EntireDocument.pdf">EntireDocument.pdf</a>.
- Santa Ana Watershed Project Authority. 2010. 2009 Santa Ana Integrated Watershed Plan. November 16, 2010. Available at: www.sawpa.org/owow-generalinfo.html.
- Santa Ana Regional Water Quality Control Board, 2008. *The Santa Ana River Basin Water Quality Control Plan*. Available at: <a href="https://www.waterboards.ca.gov/santaana/water\_issues/programs/basin\_plan/index.shtml">www.waterboards.ca.gov/santaana/water\_issues/programs/basin\_plan/index.shtml</a>.

- South Coast Air Quality Management District. 2007. 2007 Final Air Quality Management Plan. June 2007. Available at: <a href="http://www.aqmd.gov/aqmp/07aqmp/index.html">http://www.aqmd.gov/aqmp/07aqmp/index.html</a>.
- South Coast Air Quality Management District. 2007. *Air Quality Management Plan*. Available at: <a href="https://www.aqmd.gov/aqmp/aqmpintro.htm">www.aqmd.gov/aqmp/aqmpintro.htm</a>.
- Southern California Association of Governments. 2008b. 2008 Regional Transporation Plan. Available at: <a href="https://www.scag.ca.gov/rtp2008/final.htm">www.scag.ca.gov/rtp2008/final.htm</a>
- Southern California Association of Governments. 2012. 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Available at: <a href="http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx">http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx</a> . Accessed: August 31, 2012.
- Southern California Association of Governments. 2008a. *Integrated Growth Forecast:* 2008 *Regional Transportation Plan.* Web. Available at: http://www.scag.ca.gov/forecast/index.htm.
- Southern California Association of Governments. 2008b. 2008 *Regional Transportation Plan*. Available at: <a href="http://www.scag.ca.gov/rtp2008/final.htm">http://www.scag.ca.gov/rtp2008/final.htm</a>.
- Southern California Association of Governments. 2008c. *Final Regional Comprehensive Plan*. 2008. Available at: <a href="http://scag.ca.gov/rcp/index.htm">http://scag.ca.gov/rcp/index.htm</a>.
- Southern California Association of Governments. 2001. *Employment Density Study Summary Report*. Available at: <a href="http://www.scag.ca.gov/forecast/downloads/employ\_den.pdf">http://www.scag.ca.gov/forecast/downloads/employ\_den.pdf</a>. October 31, 2001.
- Southern California Geotechnical. Supplementary Geotechnical Investigation Proposed Building 4 Nandina III and IV. January 12, 2012.
- T&B Planning. 2012. Field Reconnaissance by Jeramey Harding. May 22, 2012.
- United States Air Force. 2005. *March ARB Air Installation Compatible Use Zone Study*. Web. Available at: www.marchjpa.com/docs\_forms/aicuz2005.pdf.
- United States Department of Homeland Security, Federal Emergency Management Agency. 2011. *Flood Map Viewer*. Available at <a href="https://hazards.fema.gov/wps/portal/mapviewer">https://hazards.fema.gov/wps/portal/mapviewer</a>.
- Urban Crossroads, Inc. 2012a. First Inland Logistics Center II Air Quality Impact Analysis. November 14, 2012.
- Urban Crossroads, Inc. 2012b. First Inland Logistics Center II Mobile Source Health Risk Assessment. November 14, 2012.
- Urban Crossroads, Inc. 2012c. First Inland Logistics Center II Greenhouse Gas Analysis. November 14, 2012.

- Urban Crossroads, Inc. 2012d. First Inland Logistics Center II Noise Impact Analysis. October 31, 2012.
- Urban Crossroads, Inc. 2013. First Inland Logistics Center II Traffic Impact Analysis. January 03, 2013.
- URS Corporation. 2012a. First Industrial, L.P., Daniel's Property Project Biological Technical Report. January 2012.
- URS Corporation. 2012b. 2012 Protocol Burrowing Owl Survey San Michele Property Project, City of Moreno Valley, Riverside County, California. June 29, 2012.
- URS Corporation. 2012c. 2012 Special-Status Plant Survey Results San Michele Property Project, City of Moreno Valley, Riverside, California. June 29, 2012.
- URS Corporation. 2012d. Cultural Resources Assessment of Daniel's Property Project, Moreno Valley, CA. January 2012.
- URS Corporation. 2012e. Phase I Environmental Site Assessment Daniel's Property, Southwest Corner of San Michele Road and Perris Boulevard, Moreno Valley, CA. January 23, 2012.

# 7.4 Persons Consulted/Written or Verbal Communication

Cochran, Larry (LDC Consulting). 2012a. Verbal communication among Larry Cochran of LDC Consulting and Tracy Zinn of T&B Planning regarding the proposed Project's construction and operational characteristics. May 15, 2012.

Chandler, Sandy (Albert A. Webb Associates), 2012. E-mail correspondence from Sandy Chandler, Entitlement Specialist of Albert A. Webb Associates to Tracy Zinn of T&B Planning. May 29, 2012.

# 7.5 DOCUMENTS APPENDED TO THIS EIR

The following reports, studies, and supporting documentation were used in preparing the First Inland Logistics Center II EIR and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the City of Moreno Valley Community and Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, California, 92552.

- Appendix A Initial Study for First Inland Logistics Center II, Notice of Preparation, and Written Comments.
- Appendix B Urban Crossroads, Inc. 2012a. First Inland Logistics Center II Air Quality Impact Analysis. November 14, 2012.
- Appendix C Urban Crossroads, Inc. 2012b. First Inland Logistics Center II Mobile Source Health Risk Assessment. November 14, 2012.

- Appendix D Urban Crossroads, Inc. 2012c. First Inland Logistics Center II Greenhouse Gas Analysis. November 14, 2012.
- Appendix E Urban Crossroads, Inc. 2012d. First Inland Logistics Center II Noise Impact Analysis. October 31, 2012.
- Appendix F Urban Crossroads, Inc. 2013. First Inland Logistics Center II Traffic Impact Analysis. January 03, 2013.
- Appendix G URS Corporation. 2012a. First Industrial, L.P., Daniel's Property Project Biological Technical Report. January 2012.
- Appendix G1 URS Corporation. 2012b. 2012 Protocol Burrowing Owl Survey San Michele Property Project, City of Moreno Valley, Riverside County, California. June 29, 2012.
- Appendix G2 URS Corporation. 2012c. 2012 Special-Status Plant Survey Results San Michele Property Project, City of Moreno Valley, Riverside, California. June 29, 2012.
- Appendix H Southern California Geotechnical. 2012. Supplementary Geotechnical Investigation Proposed Building 4 Nandina III and IV. January 12, 2012.
- Appendix I URS Corporation. 2012e. Phase I Environmental Site Assessment Daniel's Property, Southwest Corner of San Michele Road and Perris Boulevard, Moreno Valley, CA. January 23, 2012.

This page intentionally left blank.

# Draft Environmental Impact Report SCH No. 2012121011

# FIRST INLAND LOGISTICS CENTER II

Moreno Valley, California EIR Case P12-064



### **Lead Agency**

The City of Moreno Valley 14177 Frederick Street PO Box 88005 Moreno Valley, CA 92552

Date: June 5, 2013

**ATTACHMENT 4** 

# Draft Environmental Impact Report SCH No. 2012121011

# First Inland Logistics Center II Moreno Valley, California EIR Case P12-064

### **Lead Agency**

The City of Moreno Valley 14177 Frederick Street PO Box 88005 Moreno Valley, CA 92552

#### **CEQA Consultant**

T&B Planning, Inc. 17542 East 17th Street, Suite 100 Tustin, CA 92780

### **Lead Agency Discretionary Permit**

Building Plot Plan (PA12-0023)

Date: June 5, 2013



# TABLE OF CONTENTS

<u>Secti</u>	<u>on Nar</u>	me and Number	<u>Page</u>
S.O	Exec	utive Summary	S-1
	S.1	Introduction	S-1
	S.2	Project Overview	
	~	S.2.1 Location and Regional Setting	
		S.2.2 Existing Physical Conditions	
		S.2.3 Project Objectives	
		S.2.4 Background	
		S.2.5 Project Description Summary	
	S.3	EIR Process	
	S.4	Areas of Controversy and Issues to be Resolved	
	S.5	Alternatives to the Proposed Project	
	5.0	S.5.1 Alternative 1 – No Project/Trailer Yard Alternative	
		S.5.2 Alternative 2 – No Project/Industrial Building Alternative	
		S.5.3 Alternative 3 – Reduced Project/Small Buildings Alternative	
		S.5.4 Alternative 4 – Reduced Project/North Building Alternative	
	S.6	Summary of Impacts, Project Requirements, Mitigation Measures, and	
	<b>5.</b> 0	Conclusions	
		S.6.1 Effects Found Not to be Significant	
		S.6.2 Impacts of the Proposed Project	
	1 1	· · · · · · · · · · · · · · · · · · ·	
1.0		ductionduction	
	1.1	Purposes of CEQA and this EIR	
	1.2	Summary of the Project Evaluated by this EIR	
	1.3	Project History	
	1.4	Legal Authority	
	1.5	Responsible and Trustee Agencies	
	1.6	EIR Scope, Format, and Content	
		1.6.1 EIR Scope	
		1.6.2 EIR Format and Content	1-7
2.0	Envir	onmental Setting	2-1
	2.1	Regional Setting and Location	2-1
	2.2	Local Setting and Location	
	2.3	Surrounding Land Uses and Development	
	2.4	Planning Context	
		2.4.1 City of Moreno Valley General Plan	
		2.4.2 Moreno Valley Industrial Area Plan (Specific Plan 208)	
		2.4.3 Zoning	
	2.5	Existing Physical Site Conditions	
		2.5.1 Land Use	
		2.5.2 Air Quality and Climate	
		~ .	



<u>Section Name and Number</u>			<u>Page</u>	
		2.5.3	Topography, Geology, and Soils	2-8
		2.5.4	Hydrology	
		2.5.5	Biological Resources	
		2.5.6	Cultural Resources	
		2.5.7	Transportation	
		2.5.8	Noise	
		2.5.9	Utilities and Service Systems	2-11
3.0	Proje	ect Desc	cription	3-1
	3.1	Projec	et Location	3-1
	3.2	Staten	ment of Objectives	3-1
	3.3	Propo	sed Plot Plan PA12-0023	3-2
		3.3.2	General Description of Plot Plan PA12-0023	3-3
		3.3.3	Architecture	
		3.3.4	Conceptual Landscape Plan	3-3
		3.3.5	Infrastructure Improvements	
	3.4	Standa	ard Requirements and Conditions of Approval	
	3.5		nary of Requested Actions	
4.0	Environmental Analysis		4.0-1	
		4.0.1	Summary of EIR Scope	4.0-1
		4.0.2	Scope of Cumulative Effects Analysis	
		4.0.3	Identification of Impacts	
	4.1	Air O	uality	4.1-1
		4.1.1	Existing Conditions	
		4.1.2	Basis for Determining Significance	
		4.1.3	Impact Analysis	
		4.1.4	Cumulative Impact Analysis	
		4.1.5	Applicable Project Requirements	
		4.1.6	Significance of Impacts Before Mitigation	
		4.1.7	Mitigation Measures	
		4.1.8	Significance of Impacts After Mitigation	
	4.2	Green	house Gas Emissions	4.2-1
		4.2.1	Existing Conditions	
		4.2.2	Basis for Determining Significance	
		4.2.3	Impact Analysis	
		4.2.4	Cumulative Impact Analysis	
		4.2.5	Applicable Project Requirements	
		4.2.6	Significance of Impacts Prior to Mitigation	
		4.2.7	Mitigation Measures	



4.3.2       Basis for Determining Significance       4.3.4         4.3.3       Impact Analysis       4.3.8         4.3.5       Applicable Project Requirements       4.3-14         4.3.6       Significance of Impacts Before Mitigation       4.3-15         4.3.7       Mitigation Measures       4.3-15         4.3.8       Significance of Impacts After Mitigation       4.3-16         4.4       Transportation/Traffic       4.4-1         4.4.1       Study Area Description       4.4-1         4.4.2       Existing Conditions       4.4-2         4.4.3       Basis for Determining Significance       4.4-5         4.4.4       Impact Analysis       4.4-11         4.4.5       Cumulative Impact Analysis       4.4-11         4.4.6       Applicable Project Requirements       4.4-2         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-23         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-1         4.5.1       Exit ting Conditions       4.5-1         4.5.2       Ba	<u>Section</u>	<u>Section Name and Number</u>			
4.3.1       Existing Conditions       4.3-1         4.3.2       Basis for Determining Significance       4.3-7         4.3.3       Impact Analysis       4.3-8         4.3.4       Cumulative Impact Analysis       4.3-12         4.3.5       Applicable Project Requirements       4.3-15         4.3.6       Significance of Impacts Before Mitigation       4.3-15         4.3.7       Mitigation Measures       4.3-15         4.3.8       Significance of Impacts After Mitigation       4.3-16         4.4       Transportation/Traffic       4.4-1         4.4.1       Study Area Description       4.4-1         4.4.2       Existing Conditions       4.4-2         4.4.3       Basis for Determining Significance       4.4-5         4.4.3       Basis for Determining Significance       4.4-1         4.4.4       Impact Analysis       4.4-11         4.4.5       Cumulative Impact Analysis       4.4-21         4.4.6       Applicable Project Requirements       4.4-21         4.4.7       Significance of Impacts After Mitigation       4.4-23         4.5       Biological Resources       4.5-1         4.5       Basis for Determining Significance       4.5-1         4.5       Basis fo		4.3	Noise		4.3-1
4.3.2       Basis for Determining Significance					
4.3.4       Cumulative Impact Analysis       .43-12         4.3.5       Applicable Project Requirements       .43-14         4.3.6       Significance of Impacts Before Mitigation       .43-15         4.3.7       Mitigation Measures       .43-15         4.3.8       Significance of Impacts After Mitigation       .43-16         4.4       Transportation/Traffic       .44-1         4.4.1       Study Area Description       .44-1         4.4.2       Existing Conditions       .44-2         4.4.3       Basis for Determining Significance       .44-1         4.4.4       Impact Analysis       .44-11         4.4.5       Cumulative Impact Analysis       .44-21         4.4.6       Applicable Project Requirements       .44-21         4.4.7       Significance of Impacts After Mitigation       .44-23         4.4.8       Mitigation Measures       .44-24         4.4.9       Significance of Impacts After Mitigation       .44-25         4.5       Biological Resources       .45-1         4.5.1       Existing Conditions       .45-1         4.5.2       Basis for Determining Significance       .45-1         4.5.1       Existing Conditions       .45-1         4.5.1       Asian C			4.3.2		
4.3.5       Applicable Project Requirements       .43-14         4.3.6       Significance of Impacts Before Mitigation       .43-15         4.3.7       Mitigation Measures       .43-15         4.3.8       Significance of Impacts After Mitigation       .43-16         4.4       Transportation/Traffic       .44-1         4.4.1       Study Area Description       .44-1         4.4.2       Existing Conditions       .44-2         4.4.3       Basis for Determining Significance       .44-5         4.4.4       Impact Analysis       .44-11         4.4.5       Cumulative Impact Analysis       .44-21         4.4.6       Applicable Project Requirements       .44-21         4.4.6       Applicable Project Requirements       .44-22         4.4.7       Significance of Impacts Before Mitigation       .44-23         4.4.8       Mitigation Measures       .44-24         4.4.9       Significance of Impacts After Mitigation       .45-1         4.5.1       Existing Conditions       .45-1         4.5.2       Basis for Determining Significance       .45-1         4.5.1       Asignificance of Impacts After Mitigation       .45-1         4.5.2       Asplicable Project Requirements       .45-1 <tr< td=""><td></td><td></td><td>4.3.3</td><td>Impact Analysis</td><td>4.3-8</td></tr<>			4.3.3	Impact Analysis	4.3-8
4.3.5       Applicable Project Requirements       .43-14         4.3.6       Significance of Impacts Before Mitigation       .43-15         4.3.7       Mitigation Measures       .43-15         4.3.8       Significance of Impacts After Mitigation       .43-16         4.4       Transportation/Traffic       .44-1         4.4.1       Study Area Description       .44-1         4.4.2       Existing Conditions       .44-2         4.4.3       Basis for Determining Significance       .44-5         4.4.4       Impact Analysis       .44-11         4.4.5       Cumulative Impact Analysis       .44-21         4.4.6       Applicable Project Requirements       .44-21         4.4.6       Applicable Project Requirements       .44-22         4.4.7       Significance of Impacts Before Mitigation       .44-23         4.4.8       Mitigation Measures       .44-24         4.4.9       Significance of Impacts After Mitigation       .45-1         4.5.1       Existing Conditions       .45-1         4.5.2       Basis for Determining Significance       .45-1         4.5.1       Asignificance of Impacts After Mitigation       .45-1         4.5.2       Asplicable Project Requirements       .45-1 <tr< td=""><td></td><td></td><td>4.3.4</td><td>Cumulative Impact Analysis</td><td>.4.3-12</td></tr<>			4.3.4	Cumulative Impact Analysis	.4.3-12
4.3.6       Significance of Impacts Before Mitigation       .43-15         4.3.7       Mitigation Measures       .43-15         4.3.8       Significance of Impacts After Mitigation       .43-16         4.4       Transportation/Traffic       .44-1         4.4.1       Study Area Description       .44-1         4.4.2       Existing Conditions       .44-2         4.4.3       Basis for Determining Significance       .44-5         4.4.4       Impact Analysis       .44-11         4.4.5       Cumulative Impact Analysis       .44-21         4.4.6       Applicable Project Requirements       .44-22         4.4.7       Significance of Impacts Before Mitigation       .44-23         4.4.8       Mitigation Measures       .44-24         4.4.9       Significance of Impacts After Mitigation       .45-1         4.5.1       Existing Conditions       .45-1         4.5.1       Existing Conditions       .45-1         4.5.1       Existing Conditions       .45-1         4.5.2       Basis for Determining Significance       .45-6         4.5.1       Asia Impact Analysis       .45-1         4.5.2       Basis for Determining Significance       .45-10         4.5.4       Asia Impac			4.3.5		
4.3.8       Significance of Impacts After Mitigation       .43-16         4.4       Transportation/Traffic       .44-1         4.4.1       Study Area Description       .44-1         4.4.2       Existing Conditions       .44-2         4.4.3       Basis for Determining Significance       .44-5         4.4.4       Impact Analysis       .44-11         4.4.5       Cumulative Impact Analysis       .44-21         4.4.6       Applicable Project Requirements       .44-22         4.4.7       Significance of Impacts Before Mitigation       .44-23         4.4.8       Mitigation Measures       .44-24         4.4.9       Significance of Impacts After Mitigation       .44-25         4.5       Biological Resources       .45-1         4.5.1       Existing Conditions       .45-1         4.5.2       Basis for Determining Significance       .45-6         4.5.3       Impact Analysis       .45-6         4.5.4       Cumulative Impact Analysis       .45-7         4.5.5       Applicable Project Requirements       .45-13         4.5.6       Significance of Impacts After Mitigation       .45-13         4.5.7       Mitigation Measures       .45-13         4.5.8       Significant			4.3.6	Significance of Impacts Before Mitigation	.4.3-15
4.4       Transportation/Traffic       4.4-1         4.4.1       Study Area Description       4.4-1         4.4.2       Existing Conditions       4.4-2         4.4.3       Basis for Determining Significance       4.4-5         4.4.4       Impact Analysis       4.4-11         4.4.5       Cumulative Impact Analysis       4.4-21         4.4.6       Applicable Project Requirements       4.4-22         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-25         4.5       Biological Resources       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-1         4.5.3       Impact Analysis       4.5-1         4.5.4       Cumulative Impact Analysis       4.5-1         4.5.4       Cumulative Impact Analysis       4.5-1         4.5.5       Applicable Project Requirements       4.5-13         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significant Environmental			4.3.7	Mitigation Measures	.4.3-15
4.4.1       Study Area Description       4.4-1         4.4.2       Existing Conditions       4.4-2         4.4.3       Basis for Determining Significance       4.4-5         4.4.4       Impact Analysis       4-2-1         4.4.5       Cumulative Impact Analysis       4-2-1         4.4.6       Applicable Project Requirements       4-2-2         4.4.7       Significance of Impacts Before Mitigation       4-2-3         4.4.8       Mitigation Measures       4-2-2         4.4.9       Significance of Impacts After Mitigation       4-2-2         4.5       4.5       Biological Resources       4-5-1         4.5.1       Existing Conditions       4-5-1         4.5.2       Basis for Determining Significance       4-5-1         4.5.1       Existing Conditions       4-5-1         4.5.2       Basis for Determining Significance       4-5-1         4.5.1       Existing Conditions       4-5-1         4.5.2       Basis for Determining Significance       4-5-1         4.5.1       A.5.1       Minimal Analysis       4-5-7         4.5.4       Cumulative Impact Analysis       4-5-1         4.5.4       Applicable Project Requirements       4-5-12         4.5.6			4.3.8	Significance of Impacts After Mitigation	.4.3-16
4.4.2       Existing Conditions       4.4-2         4.4.3       Basis for Determining Significance       4.4-5         4.4.4       Impact Analysis       4.4-11         4.4.5       Cumulative Impact Analysis       4.4-21         4.4.6       Applicable Project Requirements       4.4-22         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-25         4.5       Biological Resources       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-1         4.5.3       Impact Analysis       4.5-1         4.5.4       Cumulative Impact Analysis       4.5-1         4.5.5       Applicable Project Requirements       4.5-10         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-13         4.5.8       Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented       5-1         5.2       Significant Irreversible Environmental		4.4	Transp	oortation/Traffic	4.4-1
4.4.2       Existing Conditions       4.4-2         4.4.3       Basis for Determining Significance       4.4-5         4.4.4       Impact Analysis       4.4-11         4.4.5       Cumulative Impact Analysis       4.4-21         4.4.6       Applicable Project Requirements       4.4-22         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-25         4.5       Biological Resources       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-1         4.5.3       Impact Analysis       4.5-1         4.5.4       Cumulative Impact Analysis       4.5-1         4.5.5       Applicable Project Requirements       4.5-10         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-13         4.5.8       Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented       5-1         5.2       Significant Irreversible Environmental			4.4.1	Study Area Description	4.4-1
4.4.4       Impact Analysis       4.4-11         4.4.5       Cumulative Impact Analysis       4.4-21         4.4.6       Applicable Project Requirements       4.4-22         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-24         4.5       Lassisting Conditions       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-6         4.5.3       Impact Analysis       4.5-7         4.5.4       Cumulative Impact Analysis       4.5-10         4.5.5       Applicable Project Requirements       4.5-12         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-13         4.5.1       4.5-13       4.5-15         5.0       Mandatory CEQA Topics       5-1         5.1       Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented       5-1         5.2       Significant Irreversible Environmental Changes Which Would Be Cause			4.4.2		
4.4.4       Impact Analysis       4.4-11         4.4.5       Cumulative Impact Analysis       4.4-21         4.4.6       Applicable Project Requirements       4.4-22         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-24         4.5       Lassisting Conditions       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-6         4.5.3       Impact Analysis       4.5-7         4.5.4       Cumulative Impact Analysis       4.5-10         4.5.5       Applicable Project Requirements       4.5-12         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-13         4.5.1       4.5-13       4.5-15         5.0       Mandatory CEQA Topics       5-1         5.1       Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented       5-1         5.2       Significant Irreversible Environmental Changes Which Would Be Cause			4.4.3	Basis for Determining Significance	4.4-5
4.4.6       Applicable Project Requirements       4.4-22         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-25         4.5       Biological Resources       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-6         4.5.3       Impact Analysis       4.5-7         4.5.4       Cumulative Impact Analysis       4.5-10         4.5.5       Applicable Project Requirements       4.5-12         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-15         5.0       Mandatory CEQA Topics       5-1         5.1       Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented       5-1         5.2       Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented       5-2         5.3       Growth Inducing Impacts of the Proposed P			4.4.4		
4.4.6       Applicable Project Requirements       4.4-22         4.4.7       Significance of Impacts Before Mitigation       4.4-23         4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-25         4.5       Biological Resources       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-6         4.5.3       Impact Analysis       4.5-7         4.5.4       Cumulative Impact Analysis       4.5-10         4.5.5       Applicable Project Requirements       4.5-10         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-13         4.5.8       Significance of Impacts After Mitigation       5-1         5.0       Mandatory CEQA Topics       5-1         5.1       Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented       5-1         5.2       Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented       5-2         5.3       Growth Inducing Impacts of the Proposed Proj			4.4.5		
4.4.7 Significance of Impacts Before Mitigation 4.4-23 4.4.8 Mitigation Measures 4.4-24 4.4.9 Significance of Impacts After Mitigation 4.4-25  4.5 Biological Resources 4.5-1 4.5.1 Existing Conditions 4.5-1 4.5.2 Basis for Determining Significance 4.5-1 4.5.3 Impact Analysis 4.5-1 4.5.4 Cumulative Impact Analysis 4.5-10 4.5.5 Applicable Project Requirements 4.5-12 4.5.6 Significance of Impacts Before Mitigation 4.5-13 4.5.7 Mitigation Measures 4.5-13 4.5.8 Significance of Impacts After Mitigation 4.5-15  5.0 Mandatory CEQA Topics 5-1 5.1 Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented 5-1 5.2 Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented 5-2 5.3 Growth Inducing Impacts of the Proposed Project 5-3 5.4 Effects Found Not to be Significant as Part of the Initial Study Process 5-5 5.4.1 Aesthetics 5-7 5.4.2 Agricultural Resources 5-7 5.4.3 Cultural Resources 5-7			4.4.6		
4.4.8       Mitigation Measures       4.4-24         4.4.9       Significance of Impacts After Mitigation       4.4-25         4.5       Biological Resources       4.5-1         4.5.1       Existing Conditions       4.5-1         4.5.2       Basis for Determining Significance       4.5-1         4.5.3       Impact Analysis       4.5-7         4.5.4       Cumulative Impact Analysis       4.5-10         4.5.5       Applicable Project Requirements       4.5-12         4.5.6       Significance of Impacts Before Mitigation       4.5-13         4.5.7       Mitigation Measures       4.5-13         4.5.8       Significance of Impacts After Mitigation       4.5-13         4.5.8       Significance of Impacts After Mitigation       5-1         5.1       Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented       5-1         5.2       Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented       5-2         5.3       Growth Inducing Impacts of the Proposed Project       5-3         5.4       Effects Found Not to be Significant as Part of the Initial Study Process       5-5         5.4.1       Aesthetics       5-6         5.4.2       Agricultural R			4.4.7		
4.5 Biological Resources			4.4.8		
4.5.1 Existing Conditions			4.4.9		
4.5.2 Basis for Determining Significance		4.5	Biolog	rical Resources	4.5-1
4.5.2 Basis for Determining Significance			_		
4.5.3 Impact Analysis			4.5.2		
4.5.4 Cumulative Impact Analysis			4.5.3		
4.5.5 Applicable Project Requirements 4.5-12 4.5.6 Significance of Impacts Before Mitigation 4.5-13 4.5.7 Mitigation Measures 4.5-13 4.5.8 Significance of Impacts After Mitigation 4.5-15  5.0 Mandatory CEQA Topics 5-1  5.1 Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented 5-1  5.2 Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented 5-2  5.3 Growth Inducing Impacts of the Proposed Project 5-3  5.4 Effects Found Not to be Significant as Part of the Initial Study Process 5-5 5.4.1 Aesthetics 5-6 5.4.2 Agricultural Resources 5-7 5.4.3 Cultural Resources 5-7			4.5.4		
4.5.6 Significance of Impacts Before Mitigation			4.5.5		
4.5.7 Mitigation Measures			4.5.6		
4.5.8Significance of Impacts After Mitigation			4.5.7		
5.1 Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented			4.5.8		
5.1 Significant Environmental Effects Which Cannot Be Avoided if the Proposed Project is Implemented	5.0	Man	datory (	CEQA Topics	5-1
Project is Implemented		5 1	Sionif	icant Environmental Effects Which Cannot Be Avoided if the Proposed	
5.2 Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented		3.1			5-1
the Proposed Project Should It Be Implemented		5.2			
5.3 Growth Inducing Impacts of the Proposed Project		0.2	_	•	
5.4 Effects Found Not to be Significant as Part of the Initial Study Process		5 3			
5.4.1 Aesthetics5-65.4.2 Agricultural Resources5-75.4.3 Cultural Resources5-7					
5.4.2 Agricultural Resources5-75.4.3 Cultural Resources5-7		٥.,		·	
5.4.3 Cultural Resources5-7					
				O	
5.77. 500,087,500,0000000000000000000000000000					
5.4.5 Hazards and Hazardous Materials5-10				•	
5.4.6 Hydrology/Water Quality5-11					



<u>Secti</u>	Section Name and Number				
		5.4.7 Land Use/Planning	5-13		
		5.4.8 Mineral Resources			
		5.4.9 Population and Housing	5-14		
		5.4.10 Public Services			
		5.4.11 Recreation			
		5.4.12 Utilities/Service Systems			
6.0	Altern	atives to the Proposed Project	6-1		
	6.1	Alternatives Under Consideration.	6-2		
	6.2	Alternatives Considered and Rejected			
	6.3	Alternatives Analysis			
		6.3.1 Alternative 1 – No Project/Trailer Yard Alternative			
		6.3.2 Alternative 2 – No Project/Industrial Building Alternative			
		6.3.3 Alternative 3 – Reduced Project/Small Buildings Alternative			
		6.3.4 Alternative 4 – Reduced Project/North Building Alternative			
7.0	Refer	ences	7-1		
	7.1	EIR Preparers			
	7.2	Documents Incorporated by Reference			
	7.3	Documents and Websites Consulted			
	7.4	Persons Consulted/Written or Verbal Communication			
	7.5	Documents Appended to this EIR			
		Tr			



### **EIR Technical Appendices (bound separately)**

- A: Initial Study, Notice of Preparation, and Written Comments on the NOP
- B: Air Quality Impact Analysis
- C: Mobile Source Health Risk Assessment
- D: Greenhouse Gas Analysis
- E: Noise Report
- F: Traffic Report
- G: Biological Technical Report
- G1: Protocol Burrowing Owl Survey
- G2: Special Status Plant Species Survey Results
- H: Geotechnical Report
- I: Phase 1 Environmental Assessment



# **LIST OF FIGURES**

<u>Figure Number and Title</u>		
Figure 2-1	Surrounding Land Uses and Development	2-3
Figure 2-2	Existing General Plan Land Use Designations	
Figure 2-3	Moreno Valley Industrial Area Plan Map	
Figure 2-4	Aerial Photograph	2-7
Figure 2-5	Topographic Map	2-9
Figure 3-1	Regional Map	
Figure 3-2	Vicinity Map	
Figure 3-3	USGS Topographic Map	
Figure 3-4	Plot Plan PA12-0023	
Figure 3-5	Plot Plan PA12-0023 Detail	
Figure 3-6	Architectural Elevations	
Figure 3-7	Conceptual Landscaping Plan	3-14
Figure 4.2-1	Summary of Projected Global Warming Impact (2070-2099)	4.2-6
Figure 4.3-1	Off-Site Noise Sensitive Receptors	4.3-28
Figure 4.3-2	Typical Noise Levels and Their Subjective Loudness and Effects	
Figure 4.3-3	Noise Measurement Locations	4.3-30
Figure 4.3-4	March Reserve Air Base Noise Contours	4.3-31
Figure 4.4-1	Project Study Area/ Intersection Locations	
Figure 4.4-2	Project (Passenger Car) Trip Distribution	
Figure 4.4-3	Project (Truck) Trip Distribution	
Figure 4.4-4	City of Moreno Valley General Plan Circulation Element	
Figure 4.4-5	City of Moreno Valley General Plan Roadway Cross-Sections	
Figure 4.4-6	Existing (2012) Average Daily Traffic (ADT)	
Figure 4.4-7	Existing (2012) AM Peak Hour Intersection Volumes	
Figure 4.4-8	Existing (2012) PM Peak Hour Intersection Volumes	
Figure 4.4-9	Existing Number of Through Traffic Lanes and Intersection Controls	
Figure 4.4-10	Existing (2012) Baseline I-215 Freeway Mainline Volumes	
Figure 4.4-11	City of Moreno Valley Master Plan of Trails	
Figure 4.4-12	City of Moreno Valley Bike Plan	
Figure 4.4-13	City of Moreno Valley Truck Routes	
Figure 4.4-14	City of Moreno Valley Level of Service (LOS) Standards	
Figure 4.4-15	Cumulative Development Projects Location Map	
Figure 4.4-16	Cumulative Development Average Daily Traffic (ADT)	4.4-56
Figure 4.4-17	Cumulative Development AM Peak Hour Intersection Volumes	
Figure 4.4-18	Cumulative Development PM Peak Hour Intersection Volumes	
Figure 4.4-19	Project Only Average Daily Traffic (ADT)	
Figure 4.4-20	Project Only AM Peak Hour Intersection Volumes	
Figure 4.4-21	Project Only PM Peak Hour Intersection Volumes	4.4-61



<u>Figure Number and Title</u>		
Figure 4.4-22	Existing Plus Project Average Daily Traffic (ADT)	4.4-62
Figure 4.4-23	Existing Plus Project AM Peak Hour Intersection Volumes	
Figure 4.4-24	Existing Plus Project PM Peak Hour Intersection Volumes	
Figure 4.4-25	Opening Year (2017) Without Project Average Daily Traffic (ADT)	
Figure 4.4-26	Opening Year (2017) Without Project AM Peak Hour Intersection Volumes	4.4-66
Figure 4.4-27	Opening Year (2017) Without Project PM Peak Hour Intersection Volumes	
Figure 4.4-28	Opening Year (2017) With Project Average Daily Traffic (ADT)	
Figure 4.4-29	Opening Year (2017) With Project AM Peak Hour Intersection	
Figure 4.4-30	Volumes	4.4-69
Figure 4.4-31	Opening Year Cumulative (2017) Without Project Average Daily Traffic (ADT)	
Figure 4.4-32	Opening Year Cumulative (2017) Without Project AM Peak Hour Intersection Volumes	
Figure 4.4-33	Opening Year Cumulative (2017) Without Project PM Peak Hour Intersection Volumes	
Figure 4.4-34	Opening Year Cumulative (2017) With Project Average Daily Traffic (ADT)	4.4-74
Figure 4.4-35	Opening Year Cumulative (2017) With Project AM Peak Hour Intersection Volumes	4.4-75
Figure 4.4-36	Opening Year Cumulative (2017) With Project PM Peak Hour Intersection Volumes	
Figure 4.4-37	Existing Plus Project I-215 Freeway Mainline Volumes	
Figure 4.4-38	Opening Year (2017) Without Project I-215 Freeway Mainline	
6	Volumes	4.4-78
Figure 4.4-39	Opening Year (2017) With Project I-215 Freeway Mainline Volumes	
Figure 4.4-40	Opening Year Cumulative (2017) Without Project I-215 Freeway	
8	Mainline Volumes	4.4-80
Figure 4.4-41	Opening Year Cumulative (2017) With Project I-215 Freeway Mainline Volumes	
Figure 6-1	No Project/Trailer Yard Alternative	6-7
Figure 6-2	No Project/Industrial Building Alternative	
Figure 6-3	Reduced Project/Small Buildings Alternative	
Figure 6-4	Reduced Project/North Building Alternative	



# **LIST OF TABLES**

<u>Table Number and Title</u> <u>Page</u>		
Table S-1	Mitigation, Monitoring, and Reporting Program	S-8
Table 1-1	Summary of NOP Comments	1-6
Table 1-2	Location of CEQA-Required Topics	1-8
Table 3-1	Matrix of Project Approvals/Permits	3-2
Table 4.1-1	State and National Criteria Pollutant Standards, Effects, and Sources	4.1-6
Table 4.1-2	Attainment Status of Criteria Pollutants in the SCAB	4.1-7
Table 4.1-3	Project Area Air Quality Monitoring Summary (2008-2010)	4.1-8
Table 4.1-4	Regional and Localized Thresholds for Criteria Pollutants	4.1-12
Table 4.1-5	Construction Equipment Assumptions	4.1-13
Table 4.1-6	Passenger Car Percentage Breakdown	
Table 4.1-7	Heavy Duty Truck Percentage Breakdown	
Table 4.1-8	Emissions Summary of Construction Activities (Without Mitigation)	
Table 4.1-9	Summary of Peak Operational Emissions (Without Mitigation)	
Table 4.1-10	Localized Significance Summary for Construction Activities (Without	
	Mitigation)	4.1-22
Table 4.1-11	Localized Significance Summary for Operational Activities (Without	
	Mitigation)	4.1-22
Table 4.1-12	Cumulative Cancer Risk	
Table 4.1-13	Emissions Summary of Construction Activities (With Mitigation)	4.1-29
Table 4.2-1	Global Warming Potentials and Atmospheric Lifetime of Select	
	GHGs	4.2-2
Table 4.2-2	Top GHG Producer Countries and the European Union	
Table 4.2-3	Scoping Plan GHG Reduction Measures Toward 2020 Target	
Table 4.2-4	Total Annual Project GHG Emissions	
Table 4.2-5	Recommended Actions for Climate Change Proposed Scoping Plan	
Table 4.2-6	Project Compliance with Applicable 2006 CAT Report GHG	
	Emissions Reduction Strategies	4.2-26
Table 4.3-1	Off –Site Road Parameters	4.3-17
Table 4.3-2	Hourly Traffic Flow Distribution	
Table 4.3-3	Long-Term (Ambient) Noise Level Measurements	
Table 4.3-4	Existing Without Project Conditions Noise Contours	
Table 4.3-5	Demolition Construction Noise Levels	
Table 4.3-6	Site Preparation Noise Levels	
Table 4.3-7	Grading Construction Noise Levels	
Table 4.3-8	Building Construction Noise Levels	
Table 4.3-9	Paving Construction Noise Levels	



<u>Table Number and Title</u> <u>Pag</u>		
Table 4.3-10	Architectural Coating Noise Levels	4.3-21
Table 4.3-11	Existing With Project Conditions Noise Contours	
Table 4.3-12	Year 2017 Without Project Conditions Noise Contours	
Table 4.3-13	Year 2017 With Project Conditions Noise Contours	
Table 4.3-14	Existing Off-Site Project Related Traffic Noise Impacts	
Table 4.3-15	Year 2017 Off-Site Project Related Traffic Noise Impacts	
Table 4.3-16	Reference Noise Level Measurements	
Table 4.3-17	Project Only Stationary Source Impact Noise Level Projections	
Table 4.4-1	Project Trip Generation Summary	4.4-26
Table 4.4-2	Roadway Segment Analysis Locations	4.4-26
Table 4.4-3	Intersection Analysis Locations	4.4-27
Table 4.4-4	Freeway Mainline Segments	
Table 4.4-5	Freeway Merge/Diverge Ramp Junctions	4.4-27
Table 4.4-6	Existing (2012) Conditions Roadway Volume/Capacity Analysis	
Table 4.4-7	Unsignalized Intersection LOS Thresholds	4.4-29
Table 4.4-8	Intersection Analysis for Existing (2012) Conditions	4.4-29
Table 4.4-9	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing	
	(2012) Baseline Conditions	4.4-29
Table 4.4-10	Existing (2012) Baseline Conditions Basic Freeway Segment	4.4.20
T-1-1- 4 4 1 1	Analysis	
Table 4.4-11	Moreno Valley Roadway Segment Capacity LOS Thresholds	
Table 4.4-12	Perris Roadway Segment Capacity LOS Thresholds	
Table 4.4-13	Signalized Intersection LOS Thresholds	
Table 4.4-14	Freeway Mainline LOS Thresholds	
Table 4.4-15	Existing Plus Project Conditions Roadway Volume/Capacity Analysis	
Table 4.4-16	Intersection Analysis for Existing Plus Project Conditions	4.4-34
Table 4.4-17	Opening Year (2017) Conditions Roadway Volume/Capacity Analysis	1 1 35
Table 4.4-18	Intersection Analysis for Opening Year (2017) Conditions	
Table 4.4-19	Opening Year Cumulative (2017) Conditions Roadway	
14010 4.4-19	Volume/Capacity Analysis	1137
Table 4.4-20	Intersection Analysis for Opening Year Cumulative (2017)	4.4-37
	Conditions	4.4-38
Table 4.4-21	Existing Plus Project Conditions Basic Freeway Segment Analysis	
Table 4.4-22	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing	
	Plus Project Conditions	
Table 4.4-23	Opening Year (2017) Conditions Basic Freeway Segment Analysis	4.4-39
Table 4.4-24	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening	
	Year (2017) Conditions	4.4-39
Table 4.4-25	Opening Year Cumulative (2017) Conditions Basic Freeway Segment	
	Analysis	4.4-40
Table 4.4-26	I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening	
	Year Cumulative (2017) Conditions	4.4-40



<u>Table Number and Title</u>		
Table 4.4-27	Summary of Transportation Impact Fee Program Improvements for Opening Year Cumulative (2017) Conditions	4.4-40
Table 4.5-1	Summary of Vegetation Communities/Land Uses	4.5-2
Table 5-1	SCAG Growth Forecasts for the WRCOG Region	5-5
Table 6-1	Alternatives – Comparison of Environmental Effects	6-30



### **ACRONYMS**

<u>Acronym</u>	<b>Definition</b>
----------------	-------------------

§ Section

1992 CO Plan 1992 Federal attainment Plan for Carbon Monoxide 2003 AQMP SCAQMD's 2003 Air Quality Management Plan

AB Assembly Bill

ADT Average Daily Traffic

a.m. Ante Meridiem (between the hours of midnight and noon)

AMSL above mean sea level
APN Assessor Parcel Number
APS alternative planning strategy
AQMP Air Quality Management Plan

ARB Air Reserve Base

AST above-ground storage tank

BMPs best management practices

BP Business Park/Light Industrial land use designation

C Capacity -or- Commercial land use designation

C<sub>2</sub>F<sub>6</sub> hexafluoroethane

 $C_2H_6$  ethane CA California

CAA Federal Clean Air Act

CAAQS
CA H<sub>2</sub> Net
California Ambient Air Quality Standards
CA H<sub>2</sub> Net
California Hydrogen Highway Network
CalEEMod<sup>TM</sup>
California Emissions Estimator Model<sup>TM</sup>
California Environmental Protection Agency
CalGreen Code
California Green Building Standards Code
California Department of Transportation

CAP Climate Action Plan

CAPSSA Criteria Area Plant Species Survey Area

CARB California Air Resources Board

CAT Climate Action Team

CBSC California Building Standards Code CCR California Code of Regulations

CDFW California Department of Fish and Wildlife

CEC California Energy Commission
CEQA California Environmental Quality Act
CESA California Endangered Species Act

CETAP Community & Environmental Transportation Acceptability Process

CFC chlorofluorocarbon CF<sub>4</sub> tetrafluoromethane

CH<sub>4</sub> methane



#### <u>Acronym</u> <u>Definition</u>

CHP combined heat and power

CIWMB California Integrated Waste Management Board

CMP Congestion Management Plan

CNDDB California Natural Diversity Database
CNEL Community Noise Equivalent Level
CNPS California Native Plant Society

CO carbon monoxide
COG council of governments
COHb carboxyhemoglobin
CO<sub>2</sub>e carbon dioxide equivalent

CPUC California Public Utilities Commission

dB decibel

dBA A-weighted decibel
DIF Development Impact Fee
DPM Diesel Particulate Matter

E+A Existing Plus Ambient Growth Conditions

E+A+C Existing Plus Ambient Growth Plus Cumulative Conditions

E+A+C+P Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions

E+A+P Existing Plus Ambient Growth Plus Project Conditions

E+P Existing Plus Project Conditions

EAP II Energy Action Plan II

EIR Environmental Impact Report EMFAC Emission FACtor model

EMWD Eastern Municipal Water District

et seq. et sequentia, meaning "and the following"

EPA Environmental Protection Agency EPS emission performance standard

FAR floor area ratio

FEIR Final Environmental Impact Report FESA Federal Endangered Species Act FHWA Federal Highway Administration

GCC Global Climate Change

GHG greenhouse gas

GWP Global Warming Potential

H<sub>2</sub>O water vapor

HANS Habitat Evaluation and Acquisition Negotiation Strategy

HCM Highway Capacity Manual HCP Habitat Conservation Plan HETs high-efficiency toilets HFC hydrofluorocarbon



### <u>Acronym</u> <u>Definition</u>

HPLV High Pressure Low Volume

HVAC heating, ventilation, and air conditioning HVWAP Harvest Valley/Winchester Area Plan

I Industrial zoning designation

I-15 Interstate 15 I-215 Interstate 215

IA Implementing Agreement

ID Identification
IPA Inland Port Airport

IPCC Intergovernmental Panel on Climate Change

ITE Institute of Transportation Engineers ITS intelligent transportation systems

JPA Joint Powers Authority JPR Joint Project Review

LCFS low carbon fuel standard

Leq equivalent level LOS Level of Service

LNAP Lakeview/Nuevo Area Plan LSTs localized significance thresholds

MARB March Air Reserve Base

MEISC maximally exposed individual school child MEIR maximally exposed individual receptor MEIW maximally exposed individual worker

MMTCO<sub>2</sub>e million metric tons of carbon dioxide equivalent

MMTs million metric tons

MND Mitigated Negative Declaration MPO metropolitan planning organization

MSHCP Multiple Species Habitat Conservation Plan

MT metric ton

MUTCD Manual on Uniform Traffic Control Devices

MVAP Mead Valley Area Plan

MVIAP Moreno Valley Industrial Area Plan

MWD Metropolitan Water District

NAAQS National Ambient Air Quality Standards NEPSSA Narrow Endemic Plant Species Survey Area

NOP Notice of Preparation NO<sub>2</sub> nitrogen dioxide



Acron	ym	Definition

 $NO_X$  nitrogen oxides  $N_2O$  nitrous oxide

NPDES National Pollution Discharge Elimination System

 $egin{array}{lll} O_2 & oxygen \\ O_3 & ozone \\ Ord. & Ordinance \\ \end{array}$ 

P12-064 City of Moreno Valley EIR for the First Inland Logistics Center II

PA12-0023 proposed Building Plot Plan

Pb lead

PCBs polychlorinated biphenyls PCEs Passenger Car Equivalents

PFC perfluorocarbon

p.m. Post Meridiem (between the hours of noon and midnight)

 $PM_{2.5}$  fine particulate matter (2.5 microns or smaller)  $PM_{10}$  fine particulate matter (10 microns or smaller)

POLA Port of Los Angeles
POLB Port of Long Beach
ppb parts per billion
ppm parts per million

Project First Inland Logistics Center II Project

RBBD Road and Bridge Benefit District

RCALUC Riverside County Airport Land Use Commission
RCCDR Riverside County Center for Demographic Research

RCIP Riverside County Integrated Project

RCTC Riverside County Transportation Commission

ROG Reactive Organic Gas
RTA Riverside Transit Agency
RTP Regional Transportation Plan

RTPA Regional Transportation Planning Agency RWQCB Regional Water Quality Control Board

s.f. square feet

SB Southbound -or- Senate Bill SCAB South Coast Air Basin

SCAG Southern California Association of Governments SCAQMD South Coast Air Quality Management District

SCG Southern California Geotechnical

SCH California State Clearinghouse (Office of Planning and Research)

SCS Sustainable Communities Strategy

SF<sub>6</sub> sulfur hexafluoride

SIP State Implementation Plan

SO<sub>2</sub> sulfur dioxide



<u>Acronym</u>	<u>Definition</u>
$\mathrm{SO}_4$	sulfates
$SO_X$	sulfur oxides
SP	Specific Plan
SR-60	State Route 60
SR-91	State Route 91
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SWH	solar water heaters
SWPPP	Stormwater Pollution Prevention Plan
TIA	Traffic Impact Analysis
TRUs	Transportation Refrigeration Units
TUMF	Transportation Uniform Mitigation Fee
UNFCCC	United Nations' Framework Convention on Climate Change
USFWS	United States Fish and Wildlife Service
U.S.	United States
UST	underground storage tank
VMT	vehicle miles traveled
VOC	volatile organic compounds
WQMP WRCOG	Water Quality Management Plan Western Riverside Council of Governments
WRCOG	of Colorn Reversible Council of Governments

# S.O EXECUTIVE SUMMARY

## S.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code §21000, et seq. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR), having California State Clearinghouse No. 2012121011, has been prepared in accordance with CEQA Guidelines Article 9, §15120 to §15132, to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed First Inland Logistics Center II Project (herein, "the Project"). This EIR does not recommend either approval or denial of the proposed Project; rather, it is a source of impartial information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a period of 45 days. After consideration of public comment, the City of Moreno Valley will consider certifying the Final EIR and adopting required findings in conjunction with Project approval. In the case that there are any adverse environmental impacts that cannot be fully mitigated, the City of Moreno Valley must adopt a Statement of Overriding Considerations if it approves the Project, stating why the Project is being approved despite its unavoidable impacts.

This Executive Summary has been prepared in accordance with CEQA Guidelines §15123. The scope of this EIR covers five (5) primary subject areas determined through the completion of an Initial Study prepared by the City of Moreno Valley pursuant to CEQA Guidelines §15063, and in consideration of public comment received by the City in response to this EIR's Notice of Preparation (NOP). The Initial Study, NOP, and written comments received by the City in response to the NOP are attached to this EIR as *Technical Appendix A*. As determined by the Initial Study and in consideration of public comment on the NOP, the five (5) environmental subject areas that could be reasonably and significantly affected by the Project are analyzed herein, including:

- 1. Air Quality
- 2. Greenhouse Gas Emissions
- 3. Noise
- 4. Transportation/Traffic
- 5. Biological Resources

Refer to Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. As mentioned, the scope of this EIR includes these five (5) subject areas as determined through the completion of an Initial Study pursuant to CEQA Guidelines §15063, and in consideration of public comment to this EIR's NOP. Subject areas for which the Initial Study concluded that impacts would be clearly less than significant and that do not warrant further analysis in this EIR are addressed in Subsection 5.4, *Effects Found Not to Be Significant as Part of the Initial Study Process*. For each of the five (5) subject areas analyzed in Section 4.0, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was filed with the California State Clearinghouse (December 2012); 2) discloses the type and magnitude of potential

environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that would reduce or avoid any significant adverse environmental impacts that the Project may cause. A summary of the Project's significant environmental impacts and the mitigation measures imposed by the City of Moreno Valley to lessen or avoid those impacts is included in this Executive Summary as Table S-1, *Mitigation Monitoring and Reporting Program*.

This EIR also discusses alternatives to the proposed Project. Alternatives are studied that would attain most of the Project objectives while avoiding or substantially lessening the proposed Project's significant environmental effects. A full discussion of Project alternatives is found in EIR Section 6.0, *Alternatives*.

## S.2 PROJECT OVERVIEW

#### S.2.1 LOCATION AND REGIONAL SETTING

The 17.3-acre Project site is located in the City of Moreno Valley, in western Riverside County, California. From a regional perspective, the Project site is located to the north and northeast of the City of Perris and to the southeast of the City of Riverside. The March Air Reserve Base (ARB) is located approximately 0.9-mile west of the site. The property is rectangular-shaped and located immediately west of North Perris Boulevard, south of and adjacent to San Michele Road, approximately 1,150 feet east of Knox Street, and north of and adjacent to Nandina Avenue. This portion of the City of Moreno Valley is developing as a center for distribution warehousing and light industrial land uses. Currently, the Project site is surrounded by a mixture of warehouse buildings, undeveloped lands, and other land uses located on properties designated and zoned for industrial development. Refer to Subsections 2.1, 2.2, and 2.3 of this EIR for more information about the Project's location and regional setting.

#### **S.2.2 EXISTING PHYSICAL CONDITIONS**

The northern half of the Project site (approximately 8.9 acres) is an undeveloped vacant lot and is routinely maintained (e.g., disced) to remove vegetation that may pose a wildland fire hazard. The southern half of the site (approximately 8.4 acres) is developed as a parking lot that is used for truck trailer parking, with a driveway access provided from Nandina Avenue and landscaping provided along Nandina Avenue and Perris Boulevard. Additional landscaping is located at the boundary between the existing parking lot in the south and the undeveloped portion of the site in the north. There are no unique land uses, topographic features, or environmental resources present on the property.

### **S.2.3 PROJECT OBJECTIVES**

The primary objective of the proposed Project is to construct and operate one logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the Moreno Valley Industrial Area Plan (Specific Plan 208). The following is a list of specific objectives sought by the proposed Project.

A. To construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208.)

- B. To develop a logistics center warehouse building that is feasible to construct and operate and that appeals to light industrial and warehouse distribution tenants seeking to locate in the Moreno Valley area.
- C. To make efficient use of property designated for industrial development by developing a logistics center warehouse building on a property that is adjacent to existing warehouse development and that achieves a minimum floor area ratio (FAR) of 0.5.
- D. To construct and operate a logistics center warehouse building within five miles of major regional transportation corridors.
- E. To attract new businesses and jobs to the City of Moreno Valley, thereby providing a more equal jobs/housing balance both in the city and in Riverside County and reducing the need for members of the existing local workforce to commute outside the area for employment.

#### S.2.4 BACKGROUND

The proposed Project site is located within the geographical limits of the Moreno Valley Industrial Area Plan (Specific Plan (SP) 208), which designates the property as "Industrial." The Project site was the subject of previous environmental review under CEQA as part of the EIR certified in 1989 for SP 208 (State Clearinghouse Number 1988080813). More recently, in 2008, the City of Moreno Valley approved Tentative Parcel Map No. 35859 (PA07-0165) and two Plot Plans (PA07-0166 and PA07-0167) that covered the southern portion of the Project site and additional property located to the immediate west. For that project, the City prepared a Mitigated Negative Declaration (2008 MND) in compliance with CEQA (SCH No. 2008101041). That approved project consisted of a 700,000 s.f. warehouse building west of the currently proposed Project site, which is constructed and occupied by Harbor Freight Tools, and an 180,000 s.f. warehouse building on the southern portion of the currently proposed Project site which is not constructed.

In 2011, Addendum No. 1 to the 2008 MND was prepared to address minor design modifications to the approved buildings, parking stalls, and driveways, as well as a proposal to construct an interim truck parking lot with 213 stalls on the southern portion of the currently proposed Project site (at the approximate location of the originally approved 180,000 s.f. building). That project was constructed and the southern portion of the currently proposed Project site is now developed as an interim truck parking lot, although the original approval of an 180,000 s.f. building remains valid and could be implemented in the future. In 2012, the City of Moreno Valley approved a site plan (P12-061) to allow the expansion of the interim truck parking lot constructed on the southern portion of the Project site across the northern portion of the Project site. For this project, the City prepared Addendum No 2 to the 2008 MND. The parking lot expansion has not yet been constructed and under existing conditions the northern portion of the Project site remains vacant.

#### S.2.5 PROJECT DESCRIPTION SUMMARY

The Project proposes to develop a 17.3-acre property with one logistics center warehouse building containing 400,130 square feet (s.f.) of interior building space. Associated improvements to the property would include, but are not limited to 59 loading bays, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins. Construction of the proposed Project involves demolition and removal of the existing parking lot, grading of the 17.3-acre property, and construction of the proposed building. One discretionary action is requested of the City of Moreno Valley to implement the Project, PA12-0023. The

proposed building is designed to contain 394,130 s.f. of warehouse space and 6,000 s.f. of office and mezzanine space. The front door and office would be positioned at the southeast corner of the building, facing the intersection of Perris Boulevard/Nandina Avenue. On the 17.3 acre property, 0.3 acres would be dedicated to the City of Moreno Valley for the widening of San Michele Road, so the total net parcel acreage is 17.0 acres. Over the 17.0 net acre parcel, the proposed building would calculate to a floor area ratio (FAR) of 0.51.

### S.3 EIR Process

As a first step in complying with the procedural requirements of CEQA for an EIR, an Initial Study was prepared by the City of Moreno Valley to determine whether any aspect of the proposed Project, either individually or cumulatively, may cause a significant adverse effect on the physical environment (refer to EIR *Technical Appendix A*). After completion of the Initial Study, the City filed a NOP with the California Office of Planning and Research (State Clearinghouse) to indicate that an EIR would be prepared. In turn, the Initial Study and NOP were distributed for a minimum 30-day public review period, which ended on January 14, 2013.

Written comments on the scope of the EIR were received during the NOP comment period, and were considered by the City during the preparation of this EIR. For this Project, the Initial Study indicated that this EIR should focus on four (4) environmental subject areas. As a result of considering the public comment submitted as part of the NOP process, one (1) additional subject area was added (biological resources) to the scope of the EIR. Therefore, this EIR focuses on five (5) primary environmental topics: air quality, greenhouse gas, noise, traffic/circulation, and biological resources.

This EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day review period. During the 45-day public review period, public notices announcing availability of the Draft EIR will be mailed to interested parties, advertisements will be posted in the local newspaper, and copies of the Draft EIR and its Technical Appendices will be available for review at the locations indicated in the public notices.

After the close of the 45-day Draft EIR public comment period, responses to written comments on the environmental effects of the proposed Project will be prepared and published. The Final EIR will then be considered for certification by the City of Moreno Valley Planning Commission during a public hearing(s). The Planning Commission will review and consider the Final EIR prior to deciding to approve, approve with revision, or reject the proposed Project. Approval of the proposed Project would be accompanied by the adoption of written findings and a statement of overriding considerations for any significant unavoidable environmental impacts identified in the Final EIR. In addition, the City must adopt a Mitigation, Monitoring, and Reporting Program (MMRP), which describes the process to ensure implementation of the mitigation measures identified in the Final EIR to reduce or avoid significant impacts on the physical environment. The MMRP, which is included as Table S-1 in this EIR, will ensure CEQA compliance during Project construction and operation. The decision of the Planning Commission is appealable to the Moreno Valley City Council.

# S.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines §15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Moreno Valley) be identified in the Executive Summary. In consideration of the comments received in response to the NOP, the City of Moreno Valley has identified one area of controversy.



The South Coast Air Quality Management District (SCAQMD) suggested that mitigation measures be applied for air quality impacts that go beyond what is required by law. The City of Moreno Valley applies mitigation measures which it determines to be feasible and practical for the Project Applicant to implement and the City of Moreno Valley to monitor and enforce. Although some of these measures may go beyond what the law requires, the imposed measures must have an essential nexus to the Project's impacts, be feasible to implement and enforce, be legal for the City to impose, and result in a benefit to the physical environment. Due to the non-attainment status of the South Coast Air Basin for the federal 8-hour ozone standard, there is controversy regarding the feasibility of applying mitigation measures for nitrogen oxide (NOx) mobile source emissions on a project-by-project basis beyond those required by federal and state law, and the resultant benefits, if any, to regional air quality.

Regarding issues to be resolved, this EIR addresses the environmental issues that are known by the City and that are identified in the Initial Study prepared for the Project (refer to *Appendix A* of this EIR). Eight (8) written comment letters were received by the City on this EIR's NOP, copies of which are also included in *Appendix A*. Environmental topics raised in written comment to the NOP are primarily related to the issue areas of air quality, environmental and human health hazards, traffic, biological resources, agriculture, cultural resources, and soils. Refer to Table 1-2, *Summary of NOP Comments*, in Section 1.0 of this EIR.

## S.5 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines §15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in Section 6.0, Alternatives to the Proposed Project. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis. The alternatives considered by this EIR include those listed below.

#### S.5.1 ALTERNATIVE 1 – NO PROJECT/TRAILER YARD ALTERNATIVE

The No Project Alternative/Trailer Yard Alternative is included in the alternatives analysis as required pursuant to CEQA Guidelines §15126.6(e), which requires evaluation of an alternative that considers what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. For purposes of analysis in this EIR, the No Project/Trailer Yard Alternative assumes that the Project site would be developed in accordance with its existing entitlements pursuant to previously approved Amended Plot Plan P12-061. Under this alternative, improvements on the site would involve the expansion of the existing truck trailer parking yard to the northern portion of the property, thereby increasing the number of truck trailer parking spaces on-site from 338 spaces to 722 spaces. Access to the property would be afforded via a driveway along San Michele Road, and via the existing driveway located along Nandina Avenue. With exception of near-term noise impacts, all significant effects of the proposed Project would be avoided or lessened by the selection of this alternative. However, this alternative would not achieve the objectives of the Project.



#### S.5.2 ALTERNATIVE 2 – NO PROJECT/INDUSTRIAL BUILDING ALTERNATIVE

The No Project/Industrial Building Alternative also is included in the alternatives analysis as required pursuant to CEOA Guidelines §15126.6(e). This alternative assumes that the proposed Project is not approved, and that the site would be developed in accordance with existing entitlements. Under this alternative, the northern portion of the site would be developed with a truck trailer yard consisting of approximately 384 trailer spaces, as approved by Amended Plot Plan P12-061, while the southern portion of the site would be developed with a 181,031 s.f. industrial building with 26 dock doors pursuant to previously approved Plot Plan PA07-0167. To construct the building, the existing parking lot located in the southern portion of the property would be demolished. Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. The No Project/Industrial Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. Implementation of this alternative would avoid the Project's significant and unavoidable near-term impact to transportation/traffic, and would reduce the magnitude of many of the other Project-related impacts that are related to building intensity. However, this alternative would reduce, but would not fully avoid, the proposed Project's impacts due to long-term operational-related emissions of NO<sub>x</sub>, and would reduce but not fully avoid the proposed Project's significant unavoidable impact due to construction-related noise.

#### S.5.3 ALTERNATIVE 3 – REDUCED PROJECT/SMALL BUILDINGS ALTERNATIVE

The Reduced Project/Small Buildings Alternative considers development of the site with two smaller industrial buildings consisting of a 194,525 s.f. building in the northern portion of the site and a 181,031 s.f. building in the southern portion of the site. There would be a total of 375,556 s.f. of interior floor space in two structures, which is 24,574 s.f. less than the proposed Project (a 6% reduction in building area). Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project (one larger building that is likely to attract one tenant) against the environmental effects of constructing two smaller buildings that are likely to attract two different tenants. Implementation of this alternative would generate more traffic. Therefore, it would increase the proposed Project's significant and unavoidable impacts to long-term air quality (NO<sub>x</sub> emissions) and near-term transportation/traffic, and would generally increase other Project-related operational impacts that are related to average daily traffic volumes. The Reduced Project/Small Buildings Alternative would meet all of the Project's objectives, except it may have more difficulty meeting the objective to construct a logistics center that appeals to tenants seeking to locate in the Moreno Valley area due to the smaller sized buildings as compared to the larger building proposed by the Project.

#### S.5.4 ALTERNATIVE 4 – REDUCED PROJECT/NORTH BUILDING ALTERNATIVE

The Reduced Project/North Building Alternative is identified as the Environmentally Superior Alternative. It would involve no changes to the existing trailer parking yard in the southern portion of the site, while the northern portion of the site would be developed with a 194,525 s.f. industrial building. This alternative would construct 205,605 s.f. less building area than the proposed Project (a reduction in building area by approximately 51%). Site access under this alternative would be afforded via new driveways along San Michele Road and Perris Boulevard, while the existing access via the adjacent lot along Nandina Avenue would be maintained. Implementation of this alternative would reduce the proposed Project's significant unavoidable impacts to near- and long-term air quality, near-term noise, and near-term transportation/traffic, although such impacts would not be



fully avoided under this alternative. Other Project-related operational impacts that are related to average daily traffic volumes also would be reduced under this alternative. The Reduced Project/North Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. Selection of the Reduced Project/North Building Alternative, while providing less building space on the property, would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental impacts to occur elsewhere rather than be avoided.

# S.6 <u>Summary of Impacts, Project Requirements, Mitigation Measures, and</u> Conclusions

#### S.6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

The scope of this EIR includes five (5) subject areas as determined through the completion of an Initial Study prepared by the City of Moreno Valley pursuant to CEQA Guidelines §15063 and CEQA Statute §21002.1(e), as well as consideration of public comments received by the City on this EIR's NOP. The Initial Study, NOP, and public comments received in response to the NOP, are attached to this EIR as *Technical Appendix A*. Subject areas for which the Initial Study concluded that impacts would be clearly less than significant and that do not warrant further analysis in this EIR include: aesthetics, agricultural resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, population and housing, public services, recreation, and utilities/service systems. The EIR addresses these topics in EIR Subsection 5.4, Effects Found Not to be Significant as Part of the Initial Study Process.

#### S.6.2 IMPACTS OF THE PROPOSED PROJECT

Table S-1, *Mitigation, Monitoring, and Reporting Program*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines §15123(a). Also presented are the Project's design features and mandatory project requirements that would serve to reduce or avoid impacts, as well as the mitigation measures imposed on the Project by the City of Moreno Valley to further avoid adverse environmental impacts or to reduce their level of significance.

Table S-1 Mitigation, Monitoring, and Reporting Program

THRESHOLD		PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE	
4.1 Air Qua	ality						
Applicable Project Requirements							
		PR 4.1-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402, "Nuisance."	Project Construction Manager, Project Tenants	South Coast Air Quality Management District (SCAQMD)	During construction activities and ongoing during long-term operation		
		PR 4.1-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving activities, grading, and equipment travel on unpaved roads.	Project Construction Manager	SCAQMD	During construction activities		
<u>{</u>		PR 4.1-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "Sulfur Content of Liquid Fuels."	Project Construction Manager, Project Tenants	SCAQMD	During construction activities and ongoing during long-term operation		
		PR 4.1-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings."	Project Construction Manager, Project Tenants	City of Moreno Valley Building and Safety Division, SCAQMD	During construction activities and ongoing during long-term operation		
		PR 4.1-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186, "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations."	Project Construction Manager	SCAQMD	During construction activities		
		PR 4.1-6 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186.1, "Less-Polluting Street Sweepers."	Project Construction Manager	SCAQMD	During construction activities		

Tupeguot p	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	PR 4.1-7 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles."	Project Construction Manager, Project Tenants	SCAQMD	During construction activities and ongoing during long-term operation	
	PR 4.1-8 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."	Project Tenants	SCAQMD	Ongoing during long-term operation	
	PR 4.1-9 The Project is required to comply with California Code of Regulations Title 24, "California Building Standards Code" and the "California Green Building Code."	Project Architect	City of Moreno Valley Building and Safety Division	Prior to issuance of building permit and during construction activities	
Summary of Impacts					
Threshold 1: The proposed Project would not conflict with or obstruct implementation of the SCAQMD's AQMP.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
Thresholds 2 and 3: Emissions during Project construction (near-term) would violate the SCAQMD regional thresholds for VOCs and NOx. In addition, emissions during Project operation (long term) are projected to exceed the SCAQMD regional threshold for NOx. Near-term emissions of VOCs and near- and long-term emissions of NOx also would contribute to an existing air quality violation in the SCAB (i.e., non-attainment status for O <sub>3</sub> ) because both VOCs and NOx are precursors for O <sub>3</sub> . As such, Project-related air emissions would violate SCAQMD air quality standards and contribute to the non-attainment status of a criteria pollutant (i.e., O <sub>3</sub> ). These Project-related air emissions are	MM 4.1-1 Prior to grading permit issuance, the City shall verify that the following notes are specified on the grading plan to ensure implementation of SCAQMD Rule 403. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.  All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.	Project Engineer/ Project Construction Manager	City of Moreno Valley Planning Division and Land Development Division	Prior to the issuance of grading permit(s) and during construction activities	Significant Unavoidable Direct and Cumulative Impact (VOC and NOx (Near Term) and NOx (Long Term))
concluded to be a significant impact on a direct and cumulative basis.	All unpaved roads and disturbed areas shall be watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and				

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	after work is done for the day.  The contractor shall ensure that traffic speeds on unpaved roads and areas where soil is exposed are reduced to 15 miles per hour or less.  Public streets shall be swept at the end of each workday using a street sweeper meeting SCAQMD Rule 1186.1 if visible soil is carried onto paved public roads.				
	The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.				
	MM 4.1-2 Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage with Perris Boulevard, San Michelle Road, and Nandina Avenue stating the name and phone number of an authorized individual to be contacted to resolve dust complaints. Proof of sign posting in the form of photographs shall be placed on file with the City of Moreno Valley. These signs shall remain posted on the property until grading is complete. All legitimate dust complaints shall be resolved in 24 hours.	Project Construction Manager	City of Moreno Valley Planning Division and Land Development Division	Prior to the issuance of grading permit(s) and during construction activities	
	NOx Emissions – Near-Term		ĺ		
	MM 4.1-3 Prior to grading permit and building permit issuance, the City shall verify that the following notes are specified on all grading and building plans. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Moreno Valley staff to confirm compliance.	Project Applicant/ Developer	SCAQMD, City of Moreno Valley Planning Division, Building and Safety Division, and Land Development Division	Prior to the issuance of grading permit(s) and building permit(s) and during construction activities	
	Mass grading shall be limited to no more than 4.0 acres per day.				
	During construction activity, diesel engines shall not idle in excess of five (5) minutes.				
	All equipment that is greater than or equal to 100 horsepower shall be CARB Tier 3 Certified or				

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	better.  Temporary traffic control for construction vehicles entering and exiting the site shall be implemented pursuant to the requirements of the California Manual on Uniform Traffic Control Devices.  VOC Emissions – Near Term  MM 4.1-4 Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.  All surface coatings shall consist of Zero-Volatile Organic Compound paints (no more than 150 gram/liter of VOC) and/or be applied with High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113. Alternatively, building materials may be used that do not require painting or are delivered to the construction site prepainted.  NOx Emissions – Long-Term	Project Construction Supervisor	City of Moreno Valley Planning Division, Building and Safety Division, and Land Development Division	Prior to the issuance of building permit(s) and during construction activities	SIGNIFICANCE
	MM 4.1-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to occupancy permit issuance, the City shall conduct a site inspection to ensure that the signs are in place.	Project Applicant/ Developer	City of Moreno Valley Building and Safety Division and Planning Division	Prior to the issuance of occupancy permit(s)	
	MM 4.1-6 Prior to the issuance of building permits, the City shall verify that the parking lot	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of building permit(s)	

375).

vehicles.

c) Pavely Fuel Efficiency Standards (AB1493), which establishes fuel efficiency ratings for new

d) California Code of Regulations Title 13,

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.				
Threshold 4: Near-term construction and long-term operation of the proposed Project would not expose nearby sensitive receptors to substantial pollutant concentrations of any criteria pollutant or diesel particulate matter. As such, a less than significant impact would occur.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
Threshold 5: The Project does not propose land uses or operational activities associated with emitting objectionable odors. Any odor emissions generated during Project construction would be short term, not objectionable, and not affect a substantial population. Therefore, impacts due to odors would be less than significant.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
4.2 Greenhouse Gas Emission	ons				
Applicable Project Requirements					
	PR 4.2-1 The Project is required to comply with mandatory regulatory requirements imposed by the State of California and the South Coast Air Quality Management District aimed at the reduction of air quality emissions. Those that are applicable to the Project and that would assist in the reduction of Project-related GHG emissions include, but are not limited to the following:	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s) and ongoing during long-term operation	
	<ul><li>a) Global Warming Solutions Act of 2006 (AB32).</li><li>b) Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB</li></ul>				

SCH No. 2012121011 Lead Agency: City of Moreno Valley Page S-12

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	Division 3 addressing diesel exhaust emissions. Specifically, Chapter 1, Article 4.5, §2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and Chapter 10, Article 1, §2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."	A AMI I	T ANT I	DIAGE	DIGITICANCE
	e) California Code of Regulations Title 24 (California Building Code), which establishes energy efficiency requirements for new construction.				
	f) California Code of Regulations Title 20 (Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for appliances.				
1 1 0	g) Title 17 California Code Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020.				
	h) California Water Conservation in Landscaping Act of 2006 (AB1881), which requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduce water waste in existing landscapes.				
	i) Statewide Retail Provider Emissions Performance Standards (SB 1368), requiring energy generators to achieve performance standards for GHG emissions.				
	j) Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2012 and 33 percent by 2020.				
	k) South Coast Air Quality Management District Rule 1118 "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations," and				

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	Rule 1186.1 "Less Polluting Street Sweepers."  PR 4.2-2 The Project will provide on-site bicycle storage pursuant to City of Moreno Valley Municipal Code §9.11.060.B, Off-Street Bicycle Parking Requirements.	Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s)	N/A
	PR 4.2-3 The Project will comply with all applicable provisions of the City of Moreno Valley Municipal Code Chapter 6.02 "Refuse Collection, Transfer and Disposal" and Chapter 8.80 "Recycling and Diversion of Construction and Demolition Waste."	Project Applicant/ Developer	City of Moreno Valley Building and Safety Division	Prior to the issuance of building permit(s)	N/A
Summary of Impacts  Thresholds 1 and 2: The proposed Project would not generate GHG emissions, either directly or indirectly, in quantities that may have a direct or cumulatively considerable significant impact on the environment. In addition, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Impacts would not be significant; therefore, mitigation measures are not required. Regardless, to ensure that the Project will comply with applicable GHG emission reduction strategies specified in California's 2006 Climate Action Team report, the following mitigation measures are recommended.  MM 4.2-1 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's mechanical/electrical /plumbing (MEP) plans specify the installation of U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads (if showers are proposed).  MM 4.2-2 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's roof is structurally designed to accommodate the future addition of photovoltaic solar panels.	Project Applicant/ Developer  Project Applicant/ Developer	City of Moreno Valley Planning Division and Building and Safety Division  City of Moreno Valley Planning Division and Building and Safety Division	Prior to the issuance of building permit(s) and as part of final building inspection  Prior to the issuance of building permit(s) and as part of final building inspection	Less than Significant Impact
4.3 Noise Applicable Project Requirements					
	PR 4.3-1 The Project is required to comply with the City of Moreno Valley Noise Ordinance (Moreno Valley Municipal Code Chapter 11.80).	Project Construction Manager, Project Tenants	City of Moreno Valley Code and Neighborhood Services Division	During construction activities and ongoing during long-term operation	N/A
Summary of Impacts  Thresholds 1, 3, and 4: During Project construction, noise levels beyond 200 feet		Project Construction Manager	City of Moreno Valley Land Development	Prior to the issuance of grading permit(s) and	Significant Unavoidable Direct

	Typpgyorp	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
	THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
750	from the property boundary would exceed levels specified in the City of Moreno Valley Noise Ordinance. Existing sensitive receptors (residential) located within 2,774 feet of the Project boundary with a clear line of site to the construction activity would experience noise levels above 65 dBA leq at some point during the construction process. Additionally, in the event that Project construction activities occur simultaneously with other construction activities that affect the same sensitive receptors, cumulative construction-related noise would also be significant.  Under long-term operating conditions, the Project would not generate traffic-related or stationary noise levels above the standards given in the City of Moreno Valley Noise Ordinance or in any adjacent jurisdiction's General Plan. Long-term impacts would be less than significant.	plans to ensure that the following notes are included. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.  a) All construction activities, including but not limited to haul truck deliveries, shall be limited to between the hours of 7:00 a.m. and 8:00 p.m.  b) Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.  c) All stationary construction equipment and equipment staging areas shall be placed as close as possible to the center of the western property line.  d) All haul truck deliveries shall use Cityapproved haul routes. Should alternate routes be necessary, haul trucks shall not use roadways that pass noise-sensitive land uses or residential dwellings unless approved by the City of Moreno Valley.		Division and Building and Safety Division	building permit(s)	and Cumulative Impact (Near-Term)
	Threshold 2: Near-term construction activities and long-term operation of the proposed Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
	<u>Threshold 5:</u> The Project would not expose people to excessive noise levels associated with the operation of an airport.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
	Threshold 6: There are no private airstrips in the vicinity of the Project site; as such, the Project has no potential to expose people residing or working in the area to excessive noise levels associated with operation of a private airstrip.	Mitigation is not required.	N/A	N/A	N/A	No Impact

SCH No. 2012121011 Lead Agency: City of Moreno Valley

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
4.4 Transportation/Traffic				_	
Applicable Project Requirements					
	PR 4.4-1 The Project will construct roadway improvements (including but not limited to parkway, landscaping, and sidewalk improvements) along its frontage with Perris Boulevard and San Michele Road as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division	Prior to the issuance of the first (1st) occupancy permit	N/A
	PR 4.4-2 The Project will construct intersection improvements at each Project Driveway as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division	Prior to the issuance of the first (1 <sup>st</sup> ) occupancy permit	N/A
	PR 4.4-3 The Project shall comply with the City of Moreno Valley Development Impact Fee (DIF) program, which requires the payment of a fee to the City to reduce traffic congestion by participating in funding the installation of intersection improvements. The project also shall comply with the Transportation Uniform Mitigation Fee (TUMF) program, which funds off-site regional transportation improvements. The following study area intersection improvements are currently covered under DIF-funding and/or TUMF-funding:  a) I-215 Southbound Ramps/ Harley Knox Boulevard (ID #1): One (1) southbound lane; one (1) westbound lane; and re-striping for one southbound lane and one southbound right turn.  b) I-215 Northbound Ramps/ Harley Knox Boulevard (ID #2): One westbound free right lane, and re-striping for one (1) northbound right turn lane.  c) Patterson Avenue/ Harley Knox Boulevard (ID #4): One (1) eastbound turn lane, and one (1) westbound turn lane.  d) Indian Street/ Nandina Avenue (ID #5): One (1) northbound turn lane; one (1) southbound right turn lane; one (1) southbound lane; and protected left-turn on eastbound	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Land Development Division and Planning Division	Prior to the issuance of the first (1st) occupancy permit	N/A

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
	e) Indian Street/ Harley Knox Boulevard (ID #6): Two (2) southbound right turn lanes with overlapping phasing; one (1) eastbound lane; one (1) eastbound turn lane; and remove cross-walk on north leg (westbound approach).  f) Perris Boulevard/ San Michele Road (ID #12): One southbound turn lane.				
	<b>PR 4.4-4</b> On-site direction signing and striping is required to be installed in conjunction with detailed construction plans for the Project and as approved by the City of Moreno Valley. The on-site signing and striping plans shall be subject to review and approval by the Planning Division, and shall clearly indicate the location of service area docks and public parking areas.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)	N/A
	PR 4.4-5 All final grading, landscaping, and street improvement plans are required to provide sight distance standards in accordance with City of Moreno Valley and California Department of Transportation (Caltrans) standards, as appropriate.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Department of Public Works (Transportation Engineering Division), City of Moreno Valley Land Development Division and Planning Division	Prior to the issuance of building permit(s)	N/A
	<b>PR 4.4-6</b> The minimum number of vehicle and bicycle parking spaces specified by the City of Moreno Valley Municipal Code is required to be provided.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Planning Division	Prior to the issuance of occupancy permit(s)	N/A
	<b>PR 4.4-7</b> A future transit stop will be provided by the Project on the southbound side of Perris Boulevard as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.	Project Applicant/ Project Construction Supervisor	City of Moreno Valley Department of Public Works (Transportation Engineering Division)	Prior to the issuance of the first (1 <sup>st</sup> ) occupancy permit	N/A

	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
Summary of Impacts	AND MITIGATION MEASURES (MIM)	IAKII	IAKII	DIAGE	DIGNIFICANCE
	MM 4.4.1 In the event that the City of Domin	Duoiset Amplicant/	City of Morana Valla-	Prior to the issuance of the	Cionificant
Threshold 1: The proposed Project would result in cumulatively considerable	MM 4.4-1 In the event that the City of Perris establishes a fair-share funding program for	Project Applicant/ Developer	City of Moreno Valley Public Works Department	first (1 <sup>st</sup> ) building permit	Significant Unavoidable
significant impacts to the existing and	improvements to the following intersections (or	Developer	(Transportation	mst (1 ) bunding permit	Cumulative Impact
planned roadway network by contributing	immediately adjacent roadways segments that		Engineering Division)		(Near-Term)
traffic to facilities that would operate at	contribute to the intersection's level of service), that		Zinginiering Division)		(rical rem)
deficient levels of service with or without the	applies to projects in the City of Moreno Valley,				
addition of Project traffic. Project traffic	then prior to the issuance of a building permit for				
would make a cumulatively considerable	the project, the Project Applicant shall contribute a				
contribution to identified cumulative impacts	fair-share payment to the established funding				
at seven (7) roadway segments and five (5)	program to address the Project's cumulative impacts				
intersections in Opening Year Cumulative	to the following facilities:				
(2017) Conditions. With required payment of					
City of Moreno Valley DIF fees and TUMF	a) Intersection of Western Way/ Harley Knox				
fees (see PR 4.4-3) and implementation of the DIF and TUMF-funded improvements at	Boulevard (Project's fair-share contribution is 3.3%);				
the cumulatively impacted facilities, all	3.5%),				
cumulatively impacted roadway segments	b) Intersection of Indian Street/ Harley Knox				
and intersections in Opening Year	Boulevard (Project's fair-share contribution is				
Cumulative (2017) Conditions would be	3.5%)				
reduced to a less than significant impact with					
the exception of two (2) intersections:					
Western Way/Harley Knox Boulevard					
(Project's traffic contribution is 3.3%) and					
Indian Street/ Harley Knox Boulevard					
(Project's traffic contribution is 3.5%)).					
Although improvements are anticipated to					
relieve these deficiencies in the long-term along Harley Knox Boulevard, funded by the					
North Perris Road Bridge and Benefit					
District, there is no assurance that the					
improvements will be in place at the time of					
the proposed Project's Opening Year					
Cumulative (2017) Conditions. Thus, the					
cumulative impact is considered a near-term					
impact, until such time as the intersection					
improvements are in place.					
Threshold 2: The proposed Project would	Mitigation is not required	N/A	N/A	N/A	Less than Significant
result in less than significant direct and					Impact
cumulative impacts to CMP facilities.					
Thurshald 2. There is no nate of 1.6. d	Misi-si-si-si-si-si-si-si	NT/A	NT/A	NI/A	N - 1
Threshold 3: There is no potential for the Project to change air traffic levels or create	Mitigation is not required.	N/A	N/A	N/A	No Impact
substantial air traffic safety risks.					
Substantial all traffic safety fisks.					
<u> </u>	l .		l .	1	

THRESHOLD	PROJECT REQUIREMENTS (PR) AND MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE
Threshold 4: No transportation safety hazards would be introduced as a result of the proposed Project's design.	Mitigation is not required.	N/A	N/A	N/A	No Impact
<u>Threshold 5:</u> Adequate emergency access would be provided to the Project site.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
Threshold 6: The proposed Project is consistent with adopted policies and programs regarding public transit, bicycle, and pedestrian facilities. The Project is designed to reduce all potential transportation mode conflicts. Potential impacts to the performance or safety of transit, bicycle, and pedestrian systems would be less than significant.	Mitigation is not required.	N/A	N/A	N/A	Less than Significant Impact
4.5 Biological Resources					
Applicable Project Requirements					
	PR 4.5-1 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 3.48, Western Riverside County Multiple Species Habitat Conservation Plan Fee Program, which requires a per-acre local development mitigation fee that will assist in providing revenue to acquire and preserve vegetation communities and natural areas within the city and western Riverside County which are known to support threatened, endangered or key sensitive populations of plant and wildlife species.	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of a building permit	N/A
	PR 4.5-2 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 8.60, Threatened and Endangered Species, which requires a per-acre local development mitigation fee pursuant to the City's adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and as established pursuant to Fee Resolution 89-92.	Project Applicant/ Developer	City of Moreno Valley Planning Division	Prior to the issuance of grading permit(s)	N/A
Summary of Impacts					
Threshold 1: No sensitive vegetation communities are located on the Project site. A less than significant impact on sensitive plant species would occur because the loss of	<b>MM 4.5-1</b> Within 30 days prior to grading, a qualified biologist shall conduct a survey of the undeveloped portions of the property and make a determination regarding the presence or absence of	Project Applicant/ Developer/Project Biologist	City of Moreno Valley Planning Division	Prior to the issuance of grading permit(s)	Significant Direct and Cumulative Impact Mitigated to Less than Significant

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
two individual smooth tarplant would not significantly impact the persistence of the species. The loss of habitat for the California horned lark is less than significant with mandatory MSHCP compliance because the species is a MSHCP Covered Species. Although the western burrowing owl is not present on the Project site, the species could be impacted if it migrates onto the property prior to the commencement of ground-disturbing construction activities, which is a potentially significant direct and cumulative impact.	the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the Planning Division prior to the issuance of a grading permit and subject to the following provisions:  a) In the event that the pre-construction survey identifies no burrowing owls on the property, a grading permit may be issued without restriction.  b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.  c) In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall only be issued, either:				

THRESHOLD	PROJECT REQUIREMENTS (PR)	RESPONSIBLE	MONITORING	IMPLEMENTATION	LEVEL OF
THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
	upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the western burrowing owl by the CDFW.				
	a determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall				
	follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.				
Threshold 2: The Project site lacks riparian and other sensitive habitats; therefore, the Project would have no impact on riparian or other sensitive habitats as defined by the CDFW or USFWS.	Mitigation is not required	N/A	N/A	N/A	No Impact
Threshold 3: No federally protected wetlands are located on the Project site; therefore, no impact would occur.	Mitigation is not required	N/A	N/A	N/A	No Impact
Threshold 4: There is no potential for the Project to interfere with the movement of fish or impede the use of a native wildlife nursery site. Additionally, the Project would not have the ability to interfere with an established migratory wildlife corridor or result in	Mitigation is not required	N/A	N/A	N/A	No Impact

IMPLEMENTATION LEVEL OF

THRESHOLD	AND MITIGATION MEASURES (MM)	PARTY	PARTY	STAGE	SIGNIFICANCE
wildlife movement impacts on the MSHCP Preserve.					
Threshold 5: The Project would not conflict with any local policies or ordinances governing biological resources.	Mitigation is not required	N/A	N/A	N/A	No Impact
Threshold 6: The Project site is subject to the Western Riverside County MSHCP and its survey requirements for the western burrowing owl. Although compliant with all MSHCP provisions, and although the species is absent on the property, the property contains suitable habitat for the western burrowing owl. If the species is present on the property at the time a grading permit is issued, impacts would be significant, requiring mitigation.	Mitigation Measure 4.5-1 Applies	Project Applicant/ Developer/Project Biologist	City of Moreno Valley Planning Division	Prior to the issuance of grading permit(s)	Significant Direct and Cumulative Impact Mitigated to Less than Significant

RESPONSIBLE

MONITORING

PROJECT REQUIREMENTS (PR)

-/65-

# 1.0 Introduction

# 1.1 Purposes of CEQA and this EIR

As stated by CEQA Guidelines §15002, the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed [government actions (including the discretionary approval of development projects)];
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

If a project will be approved involving significant environmental effects,

• Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose.

This Environmental Impact Report (EIR, P12-064) is an informational document prepared by the City of Moreno Valley to evaluate the physical environmental effects that could be caused by constructing and operating the First Inland Logistics Center II Project (hereafter, the "Project"). The Project proposes governmental approval of Plot Plan PA12-0023 and other related discretionary and administrative actions that would be required to construct and operate the Project described in this EIR.

The Project is proposed on a 17.3-acre property located at the southwest corner of San Michele Road and North Perris Boulevard in the City of Moreno Valley, Riverside County, California. The City of Moreno Valley's Specific Plan 208, titled "Moreno Valley Industrial Area Plan" (MVIAP), designates the property for development as "Industrial." The southeastern corner of the property is located within an "Industrial Support Area" overlay that allows for commercial or industrial support land uses to be located within 300 feet of key roadway intersections, including the Nandina Avenue/North Perris Boulevard intersection at the property's southeastern corner. The City of Moreno Valley's General Plan Land Use Map, which is intended to reflect the land use designations applied to the property by Specific Plan 208, designates the property for development with "Business Park/Light Industrial (BP)" land uses, with the southeastern corner of the property designated as "Commercial." The General Plan's commercial designation in the southeastern corner of the site is intended to correspond to the Specific Plan's "Industrial Support Area" overlay designation. Consistent with these land use designations, the property's zoning designation is "Industrial (I)."

The proposed Project is consistent with the property's land use designations as applied by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208), as well as the property's zoning designation. CEQA Guidelines §15183(a) mandates that projects which are consistent with the development density established by existing zoning, community plan, or general

plan policies for which an EIR was certified, shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. In this case, the subject property was evaluated as part of an EIR certified in 1989 for Specific Plan 208 (State Clearinghouse Number 1988080813) and as part of the City's General Plan Program EIR certified in 2006 (State Clearinghouse Number 2000091075). Therefore, as mandated by CEQA Guidelines §15183(a), this EIR focuses on project-specific effects that are peculiar to the proposed First Inland Logistics Center II project and its 17.3-acre property.

An Initial Study was prepared by the City of Moreno Valley pursuant to CEQA Guidelines §15063 to determine if the Project could have a significant effect on the environment. The Initial Study determined that implementation of the Project has the potential to result in significant environmental effects, and a Project EIR, as defined by CEQA Guidelines §15161, is required. As stated in CEQA Guidelines §15161, a Project EIR should "...focus primarily on the changes in the environment that would result from the development project," and "...examine all phases of the project including planning, construction, and operation."

Accordingly, and in conformance with CEQA Guidelines §15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, and (3) to describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

# 1.2 SUMMARY OF THE PROJECT EVALUATED BY THIS EIR

For purposes of this EIR, the term "Project" refers to the discretionary actions required to implement the First Inland Logistics Center II Project as proposed and all of the activities associated with its implementation, including planning, construction, and ongoing operation. In summary, the Project proposes the construction and operation of one warehouse distribution building with up to 400,130 square feet (s.f.) of interior building space, as well as surface parking areas and drive aisles, loading docks, roadway improvements, utility infrastructure, landscaping, water quality/detention basins, and other site improvements.

The Project proposes the following discretionary action, which is under consideration by the City of Moreno Valley:

Plot Plan PA12-0023 provides a site arrangement, architectural plans, and landscape design
for the building that is proposed to be constructed and operated on the Project site. A
maximum of 400,130 s.f. of interior building space is proposed, consisting of 394,130 s.f. of
warehouse space and 6,000 s.f. of office and mezzanine space.

Refer to EIR Section 3.0, *Project Description*, for a detailed description of the proposed Project, including a listing of permits and actions that would be required of the City of Moreno Valley as well as other agencies and authorities.



# 1.3 PROJECT HISTORY

The proposed Project site is located within the geographical limits of the Moreno Valley Industrial Area Plan (Specific Plan (SP) 208). SP 208 was originally referred to as the Oleander Specific Plan when first approved by the City in 1989, but was renamed as the Moreno Valley Industrial Area Plan in 2001 after 40 acres of additional area was added to the Specific Plan boundaries, bringing the total land area within SP 208 to 1,540 acres. SP 208 was again amended in 2002, which consolidated the Business Park, Mixed Use, Light Industry, and Heavy Industry land use designations of the original Specific Plan into a single "Industrial" land use classification in order to increase flexibility in accommodating economic development opportunities (SP 208, 2002). This Industrial classification is applied to the 17.3-acre First Inland Logistics Center II property, which is the subject of this EIR.

The Project site was the subject of previous environmental review under CEQA as part of an EIR certified in 1989 for SP 208 (State Clearinghouse Number 1988080813). In 2008, the City of Moreno Valley approved Tentative Parcel Map No. 35859 (PA07-0165) and two Plot Plans (PA07-0166 and PA07-0167) that covered the southern portion of the Project site in addition to additional land area located to the immediate west. For that project, the City prepared a Mitigated Negative Declaration (2008 MND) in compliance with CEQA (SCH No. 2008101041). The 2008 MND concluded that all significant environmental effects could be mitigated to below established thresholds of significance. That approved project consisted of a 700,000 s.f. warehouse building west of the currently proposed Project site and an 180,000 s.f. warehouse building on the southern portion of the currently proposed Project site.

In 2011, an Addendum to the 2008 MND was prepared, hereinafter referred to as Addendum No. 1. Addendum No. 1 addressed minor design modifications to the approved buildings, parking stalls, and driveways, as well as a proposal to construct an interim truck parking lot with 213 stalls on the southern portion of the currently proposed Project site (at the approximate location of the originally approved 180,000 s.f. building). That project was constructed and the southern portion of the currently proposed Project site is now developed as an interim truck parking lot, although the original approval of an 180,000 s.f. building remains valid and could be implemented in the future.

In 2012, the City of Moreno Valley approved a site plan (P12-061) to allow the expansion of the interim truck parking lot constructed on the southern portion of the Project site across the northern portion of the Project site. For this project, the City prepared a second Addendum to the 2008 MND, hereinafter referred to as Addendum No. 2. Addendum No. 2 addressed potential environmental effects associated with the expansion of the interim truck parking lot from approximately 8.5 acres to approximately 17.0 acres to accommodate a maximum of 487 truck parking stalls, a water quality basin, and screen walls along San Michele Road and Perris Boulevard. Addendum No. 2 concluded that expansion of the interim truck parking lot and associated improvements would not result in any new or more severe impacts than previously identified in the 2008 MND, and all potential environmental impacts would be adequately reduced to below established thresholds of significance with mandatory implementation of conditions of approval and the mitigation measures identified in the 2008 MND. The parking lot expansion has not yet been constructed and under existing conditions the northern portion of the Project site remains vacant.

# 1.4 LEGAL AUTHORITY

This EIR was prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA §21067 and CEQA Guidelines Article 4 and §15367, the City of Moreno Valley is the Lead Agency under whose authority this EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action to approve the proposed Project, the City of Moreno Valley has the obligation to: (1) ensure that this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City of Moreno Valley's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§15090 through 15093).

Pursuant to CEQA Guidelines §\$15040 through 15043, and upon completion of the CEQA review process, the City of Moreno Valley will have the legal authority to do any of the following:

- Approve the proposed Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even through the Project would cause a significant effect on the
  environment if the City makes a fully informed and publicly disclosed decision that: 1) there
  is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits
  from the Project will outweigh significant environmental impacts of the Project.

This EIR fulfills the CEQA environmental review requirements for the proposed Plot Plan (PA12-0023) and all other governmental discretionary and administrative actions related to the Project.

This EIR is an informational document intended for use by the City of Moreno Valley decision makers, Trustee and Responsible agencies, and members of the general public in evaluating the physical environmental effects of the proposed Project. As mandated by CEQA Guidelines §15183(a), this EIR focuses on the specific environmental effects that are peculiar to the proposed Project and its property, because designation of the property for industrial/business park development was previously and adequately evaluated in accordance with CEQA by two prior EIRs (an EIR certified in 1989 for Specific Plan 208 (State Clearinghouse Number 1988080813) and the City's General Plan Program EIR certified in 2006 (State Clearinghouse Number 2000091075)). Additionally, physical impacts to the Project site were previously evaluated as part of the 2008 MND

and subsequent Addendum No. 1 and Addendum No. 2 (State Clearinghouse Number 1988080813). As such, those analyses do not need to be repeated and the 2008 MND and its Addenda are herein incorporated by reference and available for public inspection at the location specified in Section 7.0, References.

# 1.5 RESPONSIBLE AND TRUSTEE AGENCIES

Section 21104 of the California Public Resource Code requires that all EIRs be reviewed by state responsible and trustee agencies (see also CEQA Guidelines §15082 and §15086(a)). As defined by CEQA Guidelines §15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project." A Trustee Agency is defined in CEQA Guidelines §15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California."

For the proposed Project, the Santa Ana Regional Water Quality Control Board (RWQCB) is identified as a Trustee Agency that is responsible for the protection of water resources and water quality. The RWQCB is responsible for issuance of a National Pollution Discharge Elimination System (NPDES) Permit to ensure that during and after construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality. There are no other agencies that are identified as Responsible or Trustee Agencies for the proposed Project.

# 1.6 EIR SCOPE, FORMAT, AND CONTENT

### 1.6.1 EIR SCOPE

As a first step in complying with the procedural requirements of CEQA, an Initial Study was prepared by the City of Moreno Valley to preliminarily identify the environmental issue areas that may be adversely impacted by the Project. Following completion of the Initial Study, the City filed a NOP with the California Office of Planning and Research (State Clearinghouse) to indicate that an EIR would be prepared to evaluate the Project's potential to impact the environment. The NOP was filed with the State Clearinghouse and distributed to Responsible Agencies, Trustee Agencies, and other interested parties on December 3, 2012, for a 30-day public review period. Because the review period extended over two federal holidays (December 25 and January 1), the response deadline was extended to January 14, 2013. The objective of distributing the NOP for public review was to solicit responses to assist the City in identifying the full scope and range of potential environmental concerns associated with the Project so that these issues could be fully examined in this EIR. Because the proposed Project does not meet the CEQA Guidelines §15206 definition of a project having statewide, regional, or areawide significance and does not meet the requirements of a project necessitating a scoping meeting as specified in CEQA Guidelines §15082(c), the City of Moreno Valley was not required to and did not hold a scoping meeting for this EIR.

As a result of the Initial Study and in consideration of all comments received by the City on the NOP, this EIR evaluates the Project's potential to cause adverse effects to the following environmental issue areas:

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation/Traffic
- Biological Resources

The Initial Study, NOP, public review distribution list, and written comments received by the City during the 30-day NOP public review period are provided in Technical Appendix A to this EIR. Substantive topics raised in response to the NOP are summarized below in Table 1-1, *Summary of NOP Comments*. The purpose of this table is to present the primary environmental issues of concern raised during the NOP review period. The table is not intended to list every comment received by the City during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in responses to the NOP are addressed in this EIR.

Table 1-1 Summary of NOP Comments

COMMENTER	Date	COMMENTS
CA Department of Transportation	December 10, 2012	<ul> <li>Prepare a traffic impact study that includes State highway facilities where the project adds 100 or more peak hour trips.</li> <li>Clearly label the traffic analysis scenarios.</li> <li>Indicate and exhibit LOS with and without improvements.</li> <li>Eliminate or reduce impacts to the State highway system.</li> </ul>
Native American Heritage Commission South Coast Air Quality Management District	December 19, 2013  December 20, 2012	<ul> <li>Identify and avoid or reduce any substantial adverse changes in the significance of an historical resource.</li> <li>Consult with local Native American contacts.</li> <li>Identify potential adverse air quality impacts and air pollutant sources.</li> <li>Quantify PM<sub>2.5</sub> emissions.</li> <li>Analyze regional and localized air quality impacts.</li> <li>Perform a mobile health risk assessment.</li> <li>Apply mitigation measures that go beyond what is</li> </ul>
Johnson & Sedlack	January 7, 2013	required by law.  - Evaluate impacts to Farmland of Local Importance.  - Consider all feasible mitigation for air quality impacts.  - Consider significant impacts to biological resources.  - Consider impacts relative to glare.  - Consider geological/soils impacts.  - Consider individual and cumulative, local and regional impacts to area highways.



Table 1-1 Summary of NOP Comments

COMMENTER	Date	Сомментѕ
CA Department of Toxic Substances Control	January 8, 2013	<ul> <li>Identify if the project would pose a threat to human health or the environment.</li> <li>Conduct an investigation for hazardous materials.</li> <li>Properly dispose of any contaminated soils.</li> <li>Manage hazardous wastes in accord with State law.</li> </ul>
CA Department of Fish and Wildlife	January 14, 2013	<ul> <li>Identify impacts to sensitive flora and fauna and jurisdictional waters.</li> <li>Discuss any inconsistencies with the MSHCP.</li> <li>Discuss direct, indirect, and cumulative impacts to biological resources</li> </ul>
City of Riverside	January 14, 2013	<ul> <li>Analyze and mitigate for spill-over traffic impacts in the City of Riverside.</li> <li>Evaluate cumulative traffic impacts, considering other projects in the vicinity.</li> </ul>
Sierra Club San Gorgonio Chapter	undated	<ul> <li>Analyze cumulative effects to traffic, air quality, and greenhouse gas.</li> <li>Implement AQMD recommendations.</li> <li>Evaluate impacts to biological and agricultural resources.</li> <li>Include an analysis of hazards and hazardous materials.</li> </ul>

In consideration of the comments received in response to the NOP, the City of Moreno Valley has identified one area of controversy. The SCAQMD suggests that mitigation measures be applied that go beyond what is required by law. The City of Moreno Valley applies mitigation measures which it determines to be feasible and practical for the Project Applicant to implement and the City of Moreno Valley to monitor and enforce. Although some of these measures may go beyond what the law requires, the imposed measures must have an essential nexus to the Project's impacts, be feasible to implement and enforce, be legal for the City to impose, and result in a benefit to the physical environment. Due to the non-attainment status of the South Coast Air Basin for the federal 8-hour ozone standard, there is controversy regarding the feasibility of applying mitigation measures for nitrogen oxide (NOx) mobile source emissions beyond those required by federal and state law on a project-by-project basis and the resultant benefits, if any, to regional air quality.

#### 1.6.2 EIR FORMAT AND CONTENT

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, Section 21000 et. seq. and California Code of Regulations, Title 14, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified content. Table 1-2, *Location of CEQA-Required Topics*, provides a quick reference in locating the CEQA-required sections within this document.



Table 1-2 Location of CEQA-Required Topics

CEQA REQUIRED TOPIC	CEQA GUIDELINES REFERENCE	LOCATION IN THIS EIR
Table of Contents	§15122	Table of Contents
Summary	§15123	Section S.0
Project Description	§15124	Section 3.0
Environmental Setting	§15125	Section 2.0
Consideration and Discussion of Environmental Impacts	§15126	Section 4.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§15126.2(b)	Section 4.0 & Subsection 5.1
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	§15126.2(c)	Subsection 5.2
Growth-Inducing Impact of the Proposed Project	§15126.2(d)	Subsection 5.3
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§15126.4	Section 4.0 & Table S-1
Consideration and Discussion of Alternatives to the Proposed Project	§15126.6	Section 6.0
Effects Not Found to be Significant	§15128	Subsection 5.4
Organizations and Persons Consulted	§15129	Section 7.0 & Technical Appendices
Discussion of Cumulative Impacts	§15130	Section 4.0

In summary, the content and format of this EIR is as follows:

- Executive Summary, includes all of the summary requirements pursuant to CEQA Guidelines §15123.
- **Section 1.0, Introduction**, provides introductory information about the CEQA process and the responsibilities of the City of Moreno Valley, serving as the Lead Agency for this EIR.
- Section 2.0, Environmental Setting, describes the environmental setting, including descriptions of the Project site's physical conditions and surrounding context. The existing setting is defined as the condition of the Project site and surrounding area at the date this EIR's NOP was released for public review (December 3, 2012).
- Section 3.0, Project Description, serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project,
- Section 4.0, Environmental Analysis, provides an analysis of potential direct, indirect, and
  cumulative impacts that may occur with implementation of the proposed Project. A
  conclusion concerning significance is reached for each discussion and mitigation measures

are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. The CEQA Guidelines also identify the terms "effects" and "impacts" as being synonymous (CEQA Guidelines §15358). In the environmental analysis subsections of Section 4.0, the existing conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementation of the proposed Project.

The analyses are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the proposed Project and cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would (without undue speculation) occur, feasible mitigation measures are recommended to reduce or avoid the significant effect. In most cases, implementation of the mitigation measures would reduce the adverse environmental impact to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a statement of overriding considerations would need to be adopted by the City of Moreno Valley pursuant to CEQA §15093.

- Section 5.0, Other CEQA Considerations, includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant and irreversible environmental changes that would occur should the Project be implemented, as well as potential growth-inducing impacts of the proposed Project. Section 5.0 also includes a discussion of the potential environmental effects that were found not be significant during this EIR's Initial Study and NOP process and that, therefore, do not require a detailed evaluation in this EIR.
- Section 6.0, Project Alternatives, describes and evaluates alternatives to the proposed Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. A range of four (4) alternatives is presented in Section 6.0.
- Section 7.0, References, cites all reference sources used in preparing this EIR and lists the agencies and persons that were consulted in preparing this EIR. Section 7.0 also lists the persons who authored or participated in preparing this EIR.
- Technical Appendices. CEQA Guidelines §15147 states that the "information contained in an EIR shall include summarized...information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City of Moreno Valley Community and Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, California, 92552, during the City's regular business hours

or can be requested in electronic form by contacting the City Planning Division. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

- A: Initial Study, Notice of Preparation, and Written Comments on the NOP
- B: Air Quality Impact Analysis
- C: Mobile Source Health Risk Assessment
- D: Greenhouse Gas Analysis
- E: Noise Study
- F: Traffic Study
- G: Biological Technical Report
- G1: Protocol Burrowing Owl Survey
- G2: Special Status Plant Species Survey Results
- H: Geotechnical Report
- I: Phase 1 Environmental Assessment
- **Documents Incorporated by Reference**. CEQA Guidelines §15150 allows for the incorporation "by reference all or portions of another document...[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." Documents, analyses, and reports that are incorporated into this EIR by reference are listed in Section 7.0, *References*, of this EIR. The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of an EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR.



# 2.0 ENVIRONMENTAL SETTING

# 2.1 REGIONAL SETTING AND LOCATION

The 17.3-acre Project site is located in the City of Moreno Valley, in western Riverside County, California. Western Riverside County abuts San Bernardino County to the northeast, Orange County to the west and San Diego County to the south. The site's location in a regional context is shown on Figure 3-1, *Regional Map*, in Section 3.0, *Project Description*.

Riverside County is located in an urbanizing area of southern California commonly referred to as the Inland Empire. The Inland Empire is an approximate 28,000 square mile region comprising San Bernardino County, Riverside County, and the eastern tip of Los Angeles County. According to the Southern California Association of Governments (SCAG), this region is a fast-growing metropolitan area with large amounts of available land for future growth (SCAG, 2008a, 59-68). According to U.S Census data, the 2010 population of Riverside County was 2,189,641 (U.S. Census Bureau, 2011). SCAG forecast models predict that the population of Riverside County will grow to approximately 3.59 million persons (an approximate 1.4 million person increase) by the Year 2035 (SCAG, 2008b).

Unincorporated areas of Riverside County in the vicinity of the Project site include the unincorporated communities of Woodcrest and Mead Valley to the west and southwest, the unincorporated communities of Reche Canyon and Pigeon Pass to the north, and the unincorporated community of Lakeview and rugged terrain known as the "Badlands" to the east. The Project site is generally located to the north and northeast of the City of Perris and to the southeast of the City of Riverside. Additionally, the March Air Reserve Base (ARB) is located approximately 0.9-mile west of the site.

# 2.2 LOCAL SETTING AND LOCATION

The Project site is situated in the southern portion of the City of Moreno Valley. The property is rectangular-shaped and located immediately west of North Perris Boulevard, south of and adjacent to San Michele Road, approximately 1,150 feet east of Knox Street, and north of and adjacent to Nandina Avenue. Figure 3-2, *Vicinity Map*, in Section 3.0, *Project Description*, depicts the specific location of the Project site. The property encompasses Assessor Parcel Numbers (APNs) 316-200-001, 316-200-015, 316-200-019, 316-200-035, and a portion of APN 316-200-034. The Project site lies within Section 31 of Township 3 South, Range 3 West of the San Bernardino Base and Meridian.

Land within the southwestern portion of the City, including the Project site, is located with an area subject to the City's adopted Moreno Valley Industrial Area Plan (Specific Plan 208). Property in the Area Plan's boundaries was once rural in nature, but over the past decade has been transitioning into an important industrial and economic center for the City, as called for by the Area Plan. Several large-scale industrial and warehouse buildings have been developed and there are several approved development projects in this area that are pending construction. Subsection 2.3, below, describes the conditions surrounding the Project site in more detail.



# 2.3 SURROUNDING LAND USES AND DEVELOPMENT

As shown on Figure 2-1, Surrounding Land Uses and Development, the Project site is located in a portion of Moreno Valley that is developing as a center for distribution warehousing and light industrial land uses. Currently, the Project site is surrounded by a mixture of warehouse buildings, undeveloped lands, and other land uses located on properties designated and zoned for industrial development. Properties located north and south of Nandina Avenue and west of Perris Boulevard are developed or approved for development with distribution warehouse buildings. Lands located immediately south of Nandina Avenue across from the proposed Project site, in addition to lands located north of San Michele Road immediately across from the proposed Project site, are designated for industrial development pursuant to the City's General Plan and MVIAP, but are not yet entitled for development with specific projects.

Immediately abutting the proposed Project site on the west is property containing a warehouse building occupied by Harbor Freight Tools with associated parking areas and landscaping that was constructed pursuant to approved Plot Plan PA07-0166, beyond which is a warehouse distribution facility currently occupied by Modular Metal Fabrications, Inc. Lands located north of the site consist of undeveloped land, several existing non-conforming single-family residences, a automobile junk yard, and a large warehouse distribution facility currently occupied by O'Reilly Auto Parts. Land immediately east of the Project site includes undeveloped land and two warehouse distribution facilities currently occupied by El Dorado Stone and Walgreens. To the south of the proposed Project site are disturbed lands used for truck trailer parking and one non-conforming single-family residence, south of which is a warehouse distribution facility currently occupied by Harman Distribution Center.

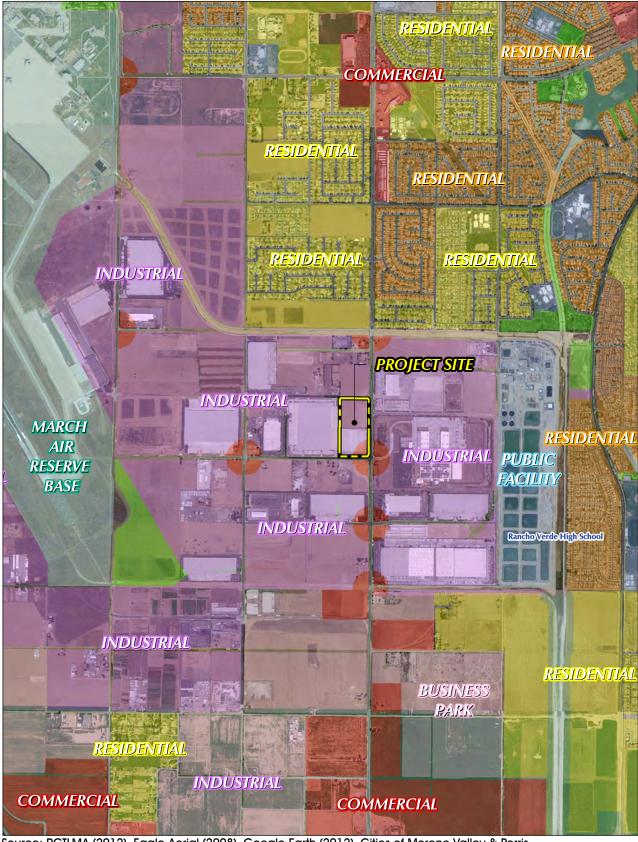
There is one school located within one (1) mile of the proposed Project site: El Potrero Elementary School, located approximately 0.7 mile northeast of the site. In addition, the March Air Reserve Base is located approximately 0.9 mile to the west

# 2.4 PLANNING CONTEXT

Provided in this subsection is a description of the Project site's land use designations, as applied by planning documents adopted by the City of Moreno Valley.

#### 2.4.1 CITY OF MORENO VALLEY GENERAL PLAN

The City of Moreno Valley's prevailing planning document is its General Plan, dated July 11, 2006. As depicted on Figure 2-2, *Existing General Plan Land Use Designations*, the City's General Plan designates a majority of the Project site for Business Park/Light Industrial (BP) land uses. The southeast corner of the site is designated for Commercial (C) land uses. The Business Park/Light Industrial land use designation calls for employee intensive uses, including manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities, with a building intensity up to 1.0 floor area ratio (FAR). The Commercial land use designation calls for local retail and service commercial activities, with a building intensity up to 1.0 FAR.



Source: RCTLMA (2012), Eagle Aerial (2008), Google Earth (2012), Cities of Moreno Valley & Perris

Figure 2-1



Surrounding Land Uses and Development

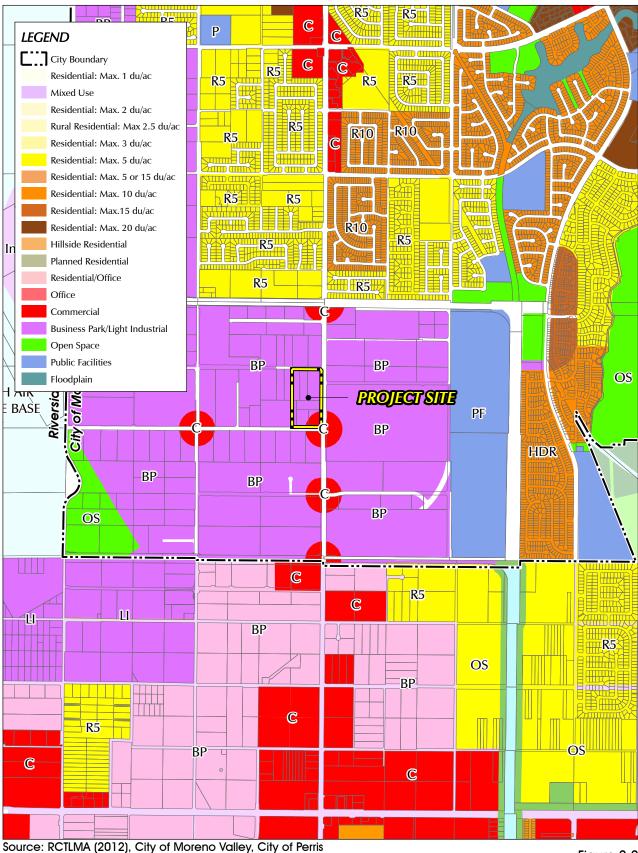
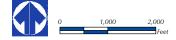


Figure 2-2



**Existing General Plan Land Use Designations** 



## 2.4.2 MORENO VALLEY INDUSTRIAL AREA PLAN (SPECIFIC PLAN 208)

The Project site is located within the geographic boundaries of the MVIAP (Specific Plan 208). The MVIAP document is herein incorporated by reference pursuant to CEQA Guidelines §15150 and is available for review at the physical location indicated in Subsection 7.2, *Documents Incorporated by Reference*. As stated in the Area Plan, the Moreno Valley Industrial Area Plan "establishes development regulations and design standards that will ensure quality development which will positively contribute to the City's industrial employment base..." (City of Moreno Valley, 2002 I-4). The Moreno Valley Industrial Area Plan designates a majority of the subject property for Industrial land uses. The southeastern corner of the site is designated as an Industrial Support Area (see Figure 2-3, *Moreno Valley Industrial Area Plan Map*). The Industrial designation provides for a wide range of industrial land uses, while the Industrial Support Area provides for services to support industrial services without affecting the integrity of lands available for industrial uses.

### **2.4.3 ZONING**

The development regulations and design standards specified in the MVIAP (Specific Plan 208) supersede the zoning standards contained in the City of Moreno Valley's Municipal Code. The Area Plan applies the "Industrial (I)" zoning designation to the proposed Project site, which permits a wide range of industrial and industrial/business related support uses.

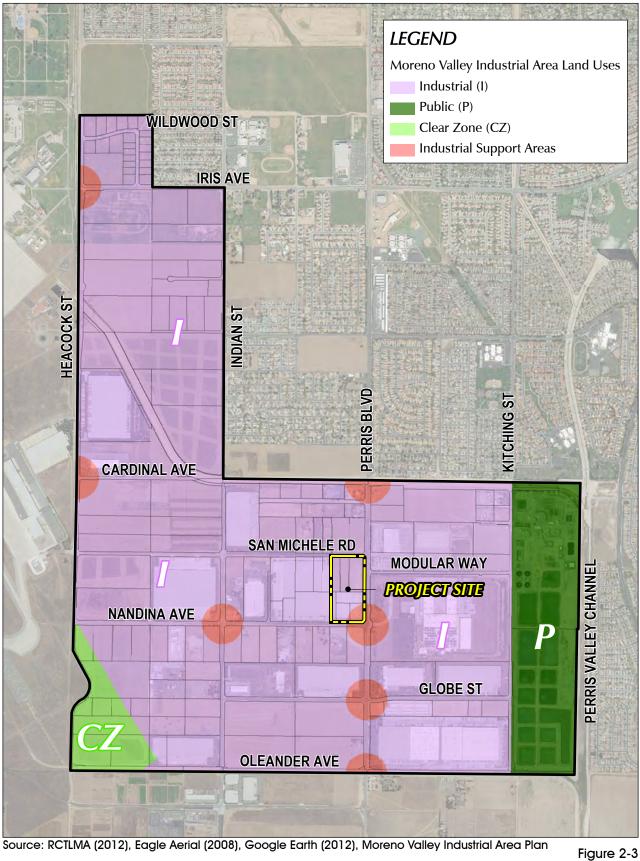
# 2.5 EXISTING PHYSICAL SITE CONDITIONS

Pursuant to CEQA Guidelines §15125, the physical environmental condition for purposes of establishing the setting of an EIR is the environment as it existed at the time the EIR's NOP was released for public review. The NOP for this EIR was released for public review on December 3, 2012, and the following subsections provide a description of the Project site's physical environmental condition as of that approximate date. More information regarding the Project site's environmental setting as related to the environmental topics evaluated in this EIR is provided in the various subsections of Section 4.0, *Environmental Analysis*.

### 2.5.1 LAND USE

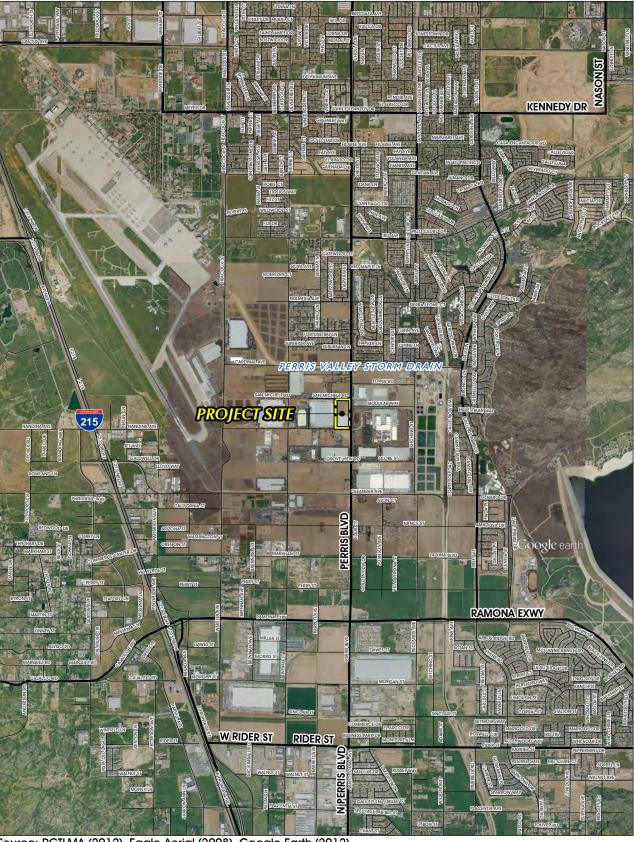
The area surrounding the Project site, as described previously in Subsection 2.3, is characterized by a mixture of undeveloped lands, warehouse buildings, and other land uses located on properties designated and zoned for industrial development by the City of Moreno Valley. The Project site is not used for agricultural production and is not located in an agricultural area. There are no Williamson Act Contract lands or Agricultural Preserves located on the site or in the immediately surrounding area.

As shown on Figure 2-4, *Aerial Photograph*, the northern half of the site (approximately 8.9 acres) is undeveloped and is routinely maintained (e.g., disced) to remove vegetation that may pose a wildland fire hazard. The southern half of the site (approximately 8.4 acres) is developed as a parking lot that is used for truck trailer parking, with a driveway access provided from Nandina Avenue and landscaping provided along Nandina Avenue and Perris Boulevard. Additional landscaping is provided at the boundary between the existing parking lot in the south and the undeveloped portion of the site in the north. There are no unique land uses or aesthetic features present on the property.



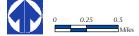
Source: RCTLMA (2012), Eagle Aerial (2008), Google Earth (2012), Moreno Valley Industrial Area Plan

Moreno Valley Industrial Area Plan Map



Source: RCTLMA (2012), Eagle Aerial (2008), Google Earth (2012)

Figure 2-4



#### 2.5.2 AIR QUALITY AND CLIMATE

The Project site is located in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. As documented in the Project's air quality report (*Technical Appendix B* to this EIR), although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. More than 90% of the SCAB's rainfall occurs from November through April. Temperatures during the year range from an average minimum of 47°F in January to over 100°F maximum in the summer. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year.

The SCAB is currently not in attainment of state and/or federal standards established for Ozone (O3) one-hour and eight-hour, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and Nitrogen Oxides (NO<sub>X</sub>), and also not in attainment for Lead (Pb) in Los Angeles County (CARB, 2011). The South Coast Air Quality Management District (SCAQMD) conducts in-depth analyses of the toxic air contaminants and their resulting health risks for all of Southern California. This study, entitled, *Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES III*, predicted an excess cancer risk of 566 in one million for the vicinity of the Project site.

Refer to Subsection 4.1, Air Quality, and Subsection 4.3 Greenhouse Gas Emissions, for a more thorough discussion of the Project's site existing air quality and climate setting.

#### 2.5.3 TOPOGRAPHY, GEOLOGY, AND SOILS

The proposed Project site consists of flat land. On-site elevations ranging from 1,474 feet above mean sea level (amsl) in the northwest corner to 1471 feet amsl in the southeastern corner. Figure 2-5, *Topographic Map*, depicts the Project site's existing topographic conditions. Based on prior geological investigations of the Project site that supported a prior 2008 MND and MND Addenda (SCH No. 1988080813), the property's earth materials consist of native alluvial soils extending from the ground surface to depths exceeding 25 feet, and consist of silty sands, sands, sandy silts, clayey sands, clayey silts and sandy clays. Based on information available from Eastern Municipal Water District's (EMWD's) West San Jacinto Groundwater Basin Management Plan 2010 Annual Report, groundwater is known to occur at depths of approximately 75 feet below the existing ground surface (EMWD 2011 21). The Project site is not located within an active Alquist-Priolo earthquake zone or a City-designated fault hazard zone, meaning that no active faults are mapped or known to exist on the Project site or in the immediate surrounding area. The nearest known active fault is the San Jacinto Valley section of the San Jacinto Fault zone located approximately 7.5 miles east of the Project site.

#### 2.5.4 Hydrology

The Project site is located in the Santa Ana River watershed, which drains a 2,650 square-mile area and is the principal surface flow water body within the region (SAWPA, 2010 Ch. 3). The San Jacinto River drains the area in the vicinity of the Project site. It starts in the San Jacinto Mountains

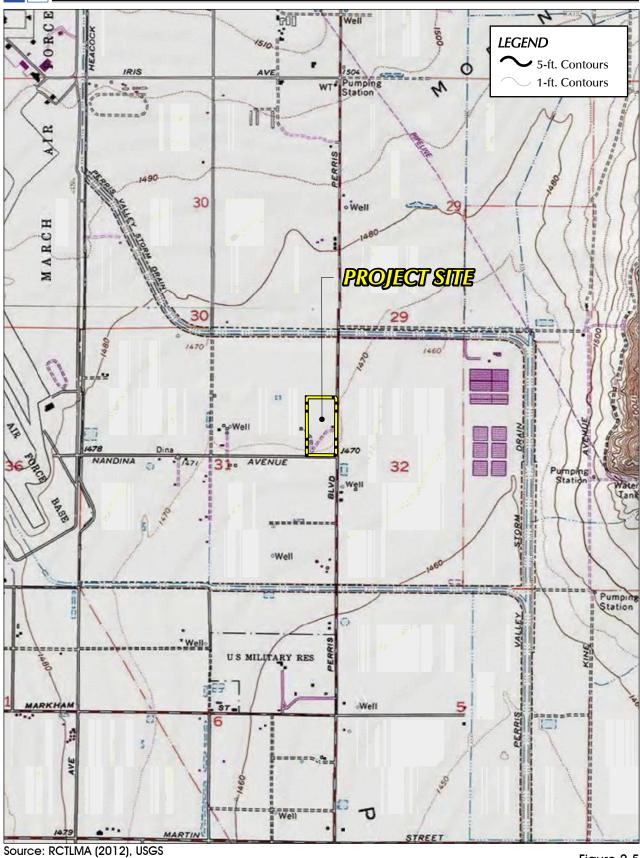
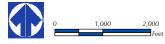


Figure 2-5

Page 2-9



Topographic Map

(approximately 30 miles southeast of the proposed Project site), runs westerly and discharges into Lake Elsinore. In wet years, the San Jacinto River will overflow the lake and connect with the Santa Ana River through the Temescal Wash (SAWPA, 2010 Ch. 3). Under existing conditions, two (2) water quality/detention basins are located on the southern portion of the Project site, located at the property's southwestern corner and parallel to the site's frontage with Nandina Avenue. These basins were constructed as part of approved Parcel Map No. 35859 (PA07-0165) and facilitate drainage flow from the southern portion of the property to the City's storm drain system.

#### 2.5.5 BIOLOGICAL RESOURCES

The Project site contains few biological resources. The southern portion of the property is developed as a truck parking lot and the northern portion of the property is disturbed and regularly disced for fire fuel management. Regionally, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the conservation of sensitive plant and animal species and their associated habitats in western Riverside County. The City of Moreno Valley approved the MSHCP on January 13, 2004. The MSHCP identifies a Criteria Area, in which habitat conservation efforts are targeted. The Project site is not located with the Criteria Area. As such, the site is not targeted for open space conservation as part of the regional plan for habitat conservation (Riverside County, 2003c, Vol. 1 Ch. 3).

### 2.5.6 CULTURAL RESOURCES

The Project site contains no historic resources, no known cultural or paleontological resources, and has a low potential for the discovery of subsurface resources. According to Figure 5.10-3 of the Moreno Valley General Plan Final EIR, mountainous areas in the eastern portion of the City, known as the Badlands, have the greatest potential for encountering paleontological resources in Moreno Valley (City of Moreno Valley, 2006b). The Project site is not located in close proximity to the Badlands. From an archaeological perspective, Moreno Valley is located in the traditional tribal use areas of Native American Tribes, particularly the Luiseno and Cahuilla Indians. Although no archaeological resources are known to be present on the Project site and have a low potential for being discovered beneath the surface of the site, subsurface resources still have the potential to exist.

#### 2.5.7 TRANSPORTATION

Interstate 215 (I-215), Interstate 15 (I-15), State Route 60 (SR-60) and State Route 91 (SR-91) are major vehicular travel routes in the region of the Project site. The Project site is located approximately 1.9 miles east of I-215, easterly of the Harley Knox Boulevard interchange. From the Harley Knox Boulevard interchange, I-215 connects with I-15 approximately 24 roadway miles to the south and connects with SR-60 approximately 6.0 roadway miles to the north.

The Project site is located immediately south of San Michele Road, west of Perris Boulevard, north of Nandina Avenue, and approximately 1,150 feet east of Knox Street. Existing traffic on nearby roadways consists of both passenger vehicles and trucks accessing the existing industrial/warehouse developments in the area. The City of Moreno Valley's designated truck route includes Cactus Avenue, Frederick Street, Heacock Street, San Michele Road, Nandina Avenue, and Indian Street south of San Michele Road.

Regarding other forms of transportation, field observations indicated that there is nominal pedestrian and bicycle activity in the area (refer to *Technical Appendix F*). The Riverside Transit Agency (RTA) operates bus services along Perris Boulevard via Route 19. There is currently no commuter rail service in the City of Moreno Valley, but a route is planned along the west side of I-215 called the Perris Valley Line, with a planned station at Alessandro Boulevard, approximately 7.0 roadway miles from the Project site (RCTC, n.d.). Approximately 0.9 mile west of the Project site is the March ARB/Inland Port Airport (IPA), at which the airport is used by military and government aircraft with limited use by civilian aircraft. Although air cargo service was discontinued in 2008, the March ARB/IPA Joint Land Use Study (March JPA, 2010 Ch. 2), discloses the potential for increased general aviation use.

Refer to Subsection 4.4, *Transportation/Traffic*, for a more thorough discussion of the Project's site existing transportation setting.

### 2.5.8 Noise

Primary sources of noise in the Project vicinity include vehicle noise, aircraft noise, and noise from construction and operational activities associated with development. To determine the existing acoustical setting, 24-hour noise measurements were taken in the Project study area by Urban Crossroads, Inc. at five (5) locations on October 25, 2012. Measured hourly noise levels ranged from 53.5 to 66.9 decibels (dBA Leq), resulting in Community Noise Equivalent Levels (CNELs) ranging from 61.4 CNEL to 66.9 CNEL (refer to *Technical Appendix E*).

Refer to Subsection 4.3, *Noise*, for a more thorough discussion of the Project's site existing noise setting.

### 2.5.9 UTILITIES AND SERVICE SYSTEMS

The Project site is located in the service area of Eastern Municipal Water District (EMWD) for domestic water and sewer service. EMWD manages the domestic water supply and delivery service within its 555 square mile service area, including the City of Moreno Valley, all or portions of six other cities, and a portion of unincorporated Riverside County. As documented in EMWD's 2010 Urban Water Management Plan, EMWD has four sources of water supply: imported water from the Metropolitan Water District (MWD), recycled water, local groundwater production, and desalted groundwater (EMWD, 2011 Ch. 3). EMWD has an adopted Water Shortage Contingency Plan (EMWD Ordinance 117.2) that applies regulations and restrictions on the delivery of and consumption of water during water shortages. Regarding sewer collection and treatment, EMWD collects and treats all of the wastewater collected in its service area to tertiary standards. Treated wastewater is disposed of by means of customer sales, discharge to Temescal Creek, and through percolation and evaporation while stored in EMWD ponds (EMWD, 2011, Ch. 3). Solid waste collection and disposal in the Project area is conducted by Waste Management of the Inland Empire, a division of Waste Management, Inc. Landfills that have the potential of receiving solid waste from the Project site include the El Sobrante Landfill, the Badlands Sanitary Landfill, and the Lamb Canyon Sanitary Landfill.



# 3.0 PROJECT DESCRIPTION

This section provides all of the information required by CEQA Guidelines §15124, including: a description of the Project's precise location and boundaries; a statement of the Project's objectives; a description of the Project's technical, economic, and environmental characteristics; and a description of the intended uses of this EIR including a list of government agencies that are expected to use this EIR in their decision-making processes, a list of the permits and approvals that are required to implement the Project, and a list of related environmental review and consultation requirements.

Under existing conditions, the 17.3-acre Project site contains an 8.3-acre trailer parking yard and 9.0 acres of disturbed, undeveloped land that is approved for development as a parking lot which has not yet been constructed. The proposed Project involves demolition and removal of the existing trailer yard, grading of the 17.3-acre property, and construction and operation of a warehouse building containing 400,130 square feet (s.f.) of interior building space. Associated improvements to the property include, but are not limited to loading docks, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins.

This EIR (P12-064) analyzes the physical environmental effects associated with all components of the Project, including planning, construction, and operation. Approval of a Plot Plan (PA12-0023) is requested of the City of Moreno Valley to implement the proposed Project. No other discretionary actions are required on the part of the City to approve the Project; nonetheless, this EIR covers any and all other discretionary and administrative approvals that may be required of the City of Moreno Valley or other governmental agencies to fully implement the proposed Project.

# 3.1 PROJECT LOCATION

The Project site consists of 17.3 acres in the southern portion of the City of Moreno Valley, Riverside County, California (see Figure 3-1, *Regional Map*). From a regional perspective, the Project site is located north of the City of Perris, southeast of the City of Riverside, and south, east, and west of unincorporated areas in Riverside County. Interstate 215 (I-215) is located approximately 1.85 miles to the west of the site and State Route 60 (SR-60) is located approximately 4.85 miles to the north of the site. At the local scale, the Project site is situated south of San Michele Road, north of Nandina Avenue, west of Perris Boulevard, and about 1,150 feet east of Knox Street, as illustrated on Figure 3-2, *Vicinity Map*, and Figure 3-3, *USGS Topographic Map*. Refer to EIR Section 2.0 for more information about the Project site's regional and local setting.

# 3.2 STATEMENT OF OBJECTIVES

The primary objective of the proposed Project is to construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the Moreno Valley Industrial Area Plan (Specific Plan 208.) The following is a list of specific objectives sought by the proposed Project.

A. To construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208.)

- B. To develop a logistics center warehouse building that is feasible to construct and operate and that appeals to light industrial and warehouse distribution tenants seeking to locate in the Moreno Valley area.
- C. To make efficient use of property designated for industrial development by developing a logistics center warehouse building on a property that is adjacent to existing warehouse development and that achieves a minimum floor area ratio (FAR) of 0.5.
- D. To construct and operate a logistics center warehouse building within five miles of major regional transportation corridors.
- E. To attract new businesses and jobs to the City of Moreno Valley, thereby providing a more equal jobs/housing balance both in the city and in Riverside County and reducing the need for members of the existing local workforce to commute outside the area for employment.

# 3.3 PROPOSED PLOT PLAN PA12-0023

The Project involves the construction and operation of one warehouse building containing 400,130 s.f. of interior floor space. The only discretionary action required to be approved by the City of Moreno Valley is Plot Plan PA12-0023. Other discretionary and administrative actions that would or could be necessary to implement the proposed Project are listed in Table 3-1, *Matrix of Project Approvals/Permits*. A detailed description of the proposed Project is provided in the following subsections.

Table 3-1 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
City of Moreno Valley	
Proposed Project - City of Moreno Valley Discretionary Approvals	
City of Moreno Valley Planning Commission	<ul> <li>Approve, conditionally approve, or deny PA12-0023.</li> <li>Reject or certify this EIR along with appropriate CEQA Findings (P12-064).</li> </ul>
Subsequent City of Moreno Valley Discretionary and Ministerial Approvals	
City of Moreno Valley Subsequent Implementing Approvals	<ul> <li>Approve Final Maps, parcel mergers, lot line adjustments, or parcel consolidations, as may be appropriate.</li> <li>Approve Conditional or Temporary Use Permits, if required.</li> <li>Issue Grading Permits.</li> <li>Issue Building Permits.</li> <li>Approve Road Improvement Plans.</li> <li>Issue Encroachment Permits.</li> <li>Accept public right-of-way dedications.</li> </ul>
Other Agencies – Subsequent Approvals and Permits	
Riverside County Flood Control and Water Conservation District	Approvals for drainage infrastructure.
Eastern Municipal Water District	Approvals for water and sewer infrastructure.
Santa Ana Regional Water Quality Control Board	<ul> <li>Issuance of a Construction Activity General Construction Permit.</li> <li>Issuance of a National Pollution Discharge Elimination System (NPDES) Permit.</li> </ul>



### 3.3.2 GENERAL DESCRIPTION OF PLOT PLAN PA12-0023

As shown on Figure 3-4, *Plot Plan PA12-0023*, the Project Applicant proposes to construct and operate a new logistics center warehouse building on a 17.3-acre property in accordance with the "Industrial" land use designation applied the property by the Moreno Valley Industrial Area Plan (MVIAP). Although the MVIAP designates an "Industrial Support Area" overlay on the southeastern corner of the site, which allows industrial support uses to occur within 300 feet of the Perris Boulevard/Nandina Avenue intersection, the Project Applicant has elected not to include industrial support uses as part of the proposed Project.

The proposed building is designed to contain 400,130 s.f. of interior floor space consisting of 394,130 s.f. of warehouse space and 6,000 s.f. of office and mezzanine space. As shown on Figure 3-5, *Plot Plan PA12-0023 Detail*, the front door and office would be positioned at the southeast corner of the building, facing the intersection of Perris Boulevard/Nandina Avenue. A total of 59 loading bays are planned for loading, unloading, and short-term parking of truck trailers. On the 17.3 acre property, 0.3 acres would be dedicated to the City of Moreno Valley for the widening of San Michele Road, so the total net parcel acreage is 17.0 acres. Over the 17.0 net acre parcel, the proposed building calculates to a floor area ratio (FAR) of 0.51.

The proposed Plot Plan also depicts the number and location of proposed driveway entrances and passenger car and trailer parking spaces. The Plot Plan specifies 159 passenger car parking spaces (including six (6) spaces accessible to persons with disabilities) and 63 spaces for trailer parking. The trailer parking spaces and the building's dock doors are proposed to have restricted access by automatic gates. Bicycle parking also would be provided on the property in compliance with the City of Moreno Valley Municipal Code Section 9.11. Two (2) driveway entrances would occur at San Michele Road and two (2) driveway entrances would occur at Nandina Avenue.

#### 3.3.3 ARCHITECTURE

Figure 3-6, Architectural Elevations, depicts conceptual architectural elevations for the proposed building. The structure would be 40 feet tall, although architectural projections may exceed 40 feet. Exterior materials include concrete tilt-up panels and glass windows with blue reflective glazing. The color palette for the exterior building façades includes shades of white and gray. The building interior is designed to provide a main warehouse floor, office space, and mezzanine. Although the building has the potential to be divided for multiple tenant use, it is designed for a single user/occupant (Cochran, 2012a).

#### 3.3.4 CONCEPTUAL LANDSCAPE PLAN

A conceptual landscape plan accompanies the proposed Plot Plan application and is depicted on Figure 3-7, *Conceptual Landscaping Plan*. The landscape plan indicates that trees, shrubs, and groundcovers are proposed to be planted along the property's street frontages at Nandina Avenue, Perris Boulevard, and San Michele Road, at building entries and driveways, in and around proposed detention/water quality basins, around the perimeter of the building except for the west-facing façade where the loading bay doors would occur, and in the passenger car parking areas.

Proposed landscaping would be ornamental in nature, except within detention basins where plant materials would be selected to serve water quality functions. Prior to the issuance of a building permit, the Project Applicant would be required to submit specific planting and irrigation plans to the City of Moreno Valley for review and approval. The plans would be required to comply with Chapter 9.17 of the City of Moreno Valley Municipal Code, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

#### 3.3.5 INFRASTRUCTURE IMPROVEMENTS

### A. Public Roadway Improvements

The existing public street network servicing and abutting the Project site consists of San Michele Road to the north, Perris Boulevard to the east, and Nandina Avenue to the south. Public roadway dedications and improvements that are proposed as part of the Plot Plan are described below.

- Perris Boulevard. Perris Boulevard is a north-south oriented roadway located along the Project site's eastern boundary. The proposed Project would install curb, gutter, and sidewalk improvements along its frontage as specified by the final conditions of approval for the proposed Project and applicable City of Moreno Valley standards. The Project also would provide space for a transit stop along its Perris Boulevard frontage for the construction of a turnout for mass transit vehicles.
- San Michele Road. San Michele Road is an east-west oriented roadway located along the northern boundary of the Project site. As part of the proposed Project, 0.3 acres of land would be conveyed to the City of Moreno Valley to widen the San Michele Road public right-of-way along the northern Project frontage. The proposed Project would improve San Michele Road along the property's frontage by adding curb, gutter, sidewalk, and pavement as will be required by the final conditions of approval for the proposed Project and applicable City of Moreno Valley standards.

A complete description of other Project-required transportation improvements is provided in EIR Subsection 4.4, *Transportation and Traffic*.

### B. Water and Wastewater Conveyance Facilities

Water and wastewater service is provided to the Project site by Eastern Municipal Water District (EMWD). All proposed water and sewer facilities are required to be designed in accordance with EMWD standards and would require review and approval by EMWD prior to their installation. The locations of proposed fire hydrants also require review and approval by the Moreno Valley Fire Department prior to installation.

### □ Water Service

Fire and domestic service connections have already been provided to the site during the construction of the warehouse building located to the immediate west. Water service is available to the Project site under existing conditions via EMWD's existing 12" line located beneath Nandina Avenue. As part of the proposed Project, subsurface water lines would be installed on the property to connect with the existing system. Also, a pump house is proposed to be constructed on the site associated



with the Project's fire protection system. No water line installations are proposed beyond the boundaries of the Project site.

## □ Wastewater Service

Wastewater service is available to the Project site under existing conditions via EMWD's existing 15" sewer main located beneath Nandina Avenue. A 6" lateral has already been provided to the Project site during construction of the warehouse building to the immediate west. As part of the proposed Project, subsurface conveyance lines would be installed on the property to connect with the existing system. No wastewater line installations are proposed beyond the boundaries of the Project site.

# C. Drainage

Under existing conditions, two (2) water quality/detention basins are located on the southern portion of the Project site, located at the property's southwestern corner and parallel to the site's frontage with Nandina Avenue. These basins were constructed as part of approved Parcel Map No. 35859 (PA07-0165) to facilitate drainage flow from the southern portion of the property to the City's storm drain system. As part of the proposed Project, the existing basins would be modified to accommodate some additional runoff area as a new basin would be installed along Perris Boulevard.

## D. Earthwork and Grading

Earthwork and grading would occur on the 17.3-acre Project site and no area of the site would be left undisturbed. According to the Plot Plan, earthwork and grading activities would result in approximately 13,300 cubic yards of cut and 42,000 cubic yards of fill. Depths of grading would extend from approximately 2.0 to 5.0 feet in depth, except in the areas of proposed detention basins that would be excavated to depths of approximately 4.0 to 5.0 feet. Import of between 28,000 and 30,000 cubic yards of earth materials is anticipated. Although the location of the borrow site is not known at this time, this EIR assumes that the borrow site will be located in close proximity to the Project site and have all necessary governmental approvals for disturbance (Cochran, 2012a). The Project site is relatively flat and proposed grading would not create manufactured slopes except around the proposed detention/water quality basins. As shown on the Plot Plan, manufactured slopes that would be created around the on-site basins would be up to approximately 4.0 feet in height with a maximum gradient of 2:1.

## E. Construction Characteristics

The proposed Project would be constructed over the course of approximately eight (8) months. First, demolition of the existing parking lot would occur. It is expected that approximately 12,800 cubic yards of demolition debris would be generated, which would be processed and reused during Project construction (Webb, 2012). After demolition, the 17.3 acre parcel would be graded, the underground utility system would be installed and fine grading would occur. Next, surface materials would be poured and the building would be erected, connected to the underground utility system, and painted. Lastly, landscaping and fencing/walls would be installed. The approximate construction schedule provided by the Project Applicant is as follows (Cochran, 2012a).

- Demolition: 2 weeks
- Grading and subsurface improvements: 3 weeks

- Utility installation, building construction: 6 months
- Landscaping and fencing/wall installation: 1 month

Construction equipment is expected to operate on the Project site eight (8) hours per day, five (5) days per week. The types and numbers of heavy equipment expected to be used during construction activities are listed in the air quality technical report attached to this EIR as *Technical Appendix B*. For purposes of evaluation in this EIR, it is assumed that the new building would be operational in late 2013.

# F. Operational Characteristics

At the time this EIR was prepared, the future tenant of the proposed building was unknown. For the purpose of analysis in this document, the future uses on site are assumed to be any of those uses permitted by the Moreno Valley Industrial Area Plan's "Industrial" designation and the City of Moreno Valley Municipal Code. Furthermore, this EIR assumes the proposed building would be operational 24 hours per day. The Project Applicant estimates that the building would likely be used as a warehouse for dry goods storage (Cochran, 2012a). The building is not designed to accommodate tenants that require warehouse refrigeration. Business operations would be conducted within enclosed buildings, with the exception of traffic movement, parking, and the loading and unloading of trucks at designated loading bays.

Because the building tenant is not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis within this EIR, employment estimates are calculated using average employment density factors reported by the Southern California Association of Governments in their publication "Employment Density Study Report," (SCAG 2001). This publication reports that for every one (1) acre of warehouse land use in Riverside County, the median number of jobs supported is 11.69 (SCAG 2001, Table 9A). Thus, the proposed Project's 17.0 net acres is expected to support approximately 191 jobs. (Refer to EIR Subsection 5.3, *Growth-Inducing Impacts*, for more information about the Project's employment estimate calculations.).

# 3.4 STANDARD REQUIREMENTS AND CONDITIONS OF APPROVAL

The proposed Plot Plan PA12-0023 and its technical aspects were reviewed in detail by various City of Moreno Valley departments and divisions. These departments and divisions are responsible for reviewing land use applications for compliance with City codes and regulations. They also were responsible for reviewing this EIR (P12-064) for technical accuracy and compliance with CEQA. The City of Moreno Valley departments and divisions responsible for technical review include:

- Community & Economic Development Department, Building and Safety Division
- Community & Economic Development Department, Land Development Division
- Community & Economic Development Department, Planning Division
- Public Works Department, Transportation Engineering Division
- Public Works Department, Special Districts Division
- Fire Prevention Bureau
- Moreno Valley Utility

Review of proposed Plot Plan PA12-0023 by the City departments and divisions listed above will result in the production of a comprehensive set of draft Conditions of Approval that will be available for public review prior to consideration of the proposed Project by the Moreno Valley Planning Commission. These conditions will be considered by the Planning Commission in conjunction with their consideration of PA12-0023. If approved, the Project will be required to comply with all imposed Conditions of Approval.

Conditions of Approval and other applicable regulations, codes, and requirements to which the Project is required to comply and that result in the reduction or avoidance of an environmental impact are specified in each subsection of EIR Section 4.0, Environmental Analysis. These are referred to as "Project Requirements" throughout this EIR.

# 3.5 SUMMARY OF REQUESTED ACTIONS

The City of Moreno Valley has primary approval responsibility for the proposed Project. As such, the City serves as the Lead Agency for this EIR pursuant to CEQA Guidelines §15050. The role of the Lead Agency was previously described in detail in Subsection 1.4 of this EIR). The City Planning Commission will consider the proposed Plot Plan for approval, approval with changes, or denial. The Planning Commission's decision is final unless appealed to the City Council. The City will consider the information contained in this EIR and this EIR's Administrative Record in its decision-making processes. Upon approval of the Project and certification of this EIR, the City would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval. A list of the primary actions under City jurisdiction is provided in Table 3-1, *Matrix of Project Approvals/Permits*.

Also provided in Table 3-1 is a list of other authorities that are expected to use this EIR and a summary of the subsequent actions associated with the Project. This EIR covers all federal, state, local government and quasi-government approvals that may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 3-1 or elsewhere in this EIR (CEQA Guidelines Section 15124(d)).

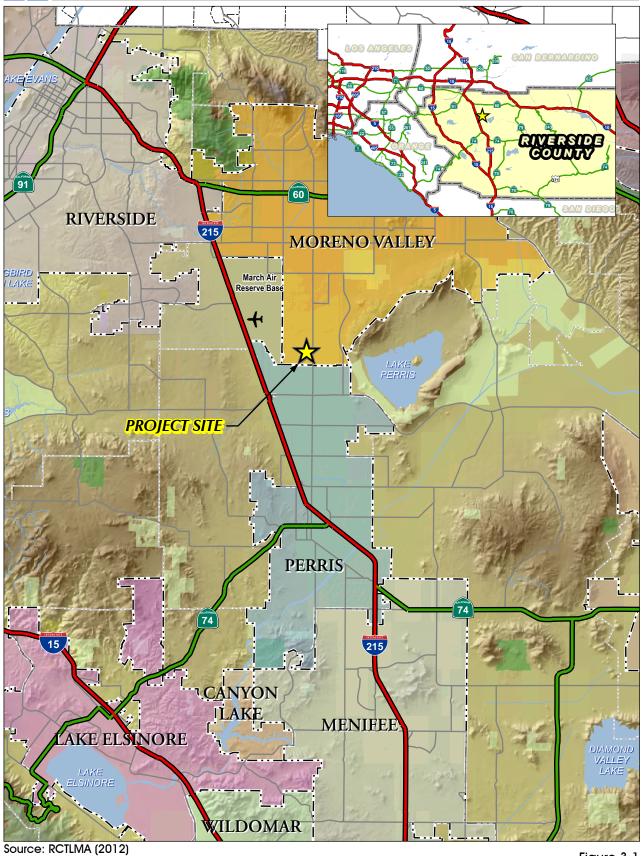
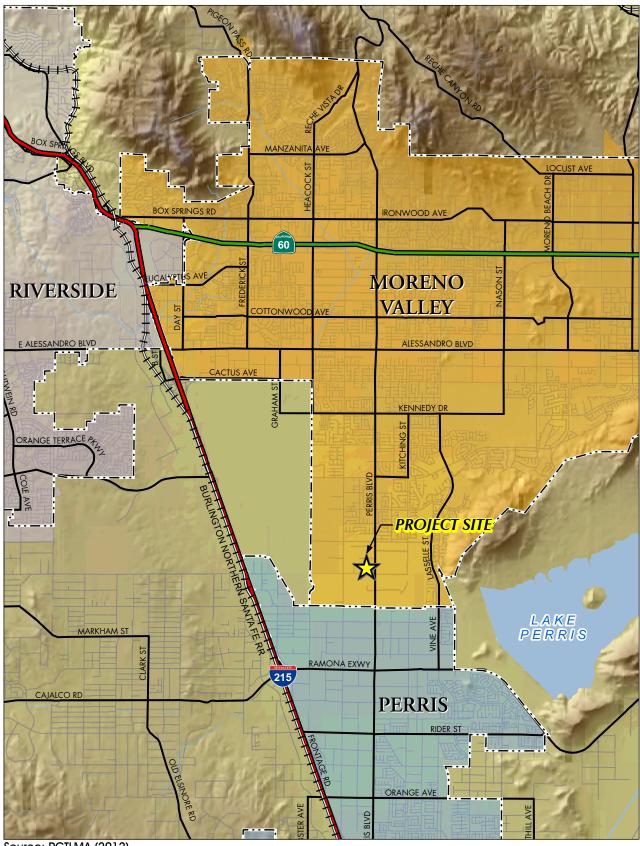


Figure 3-1



Regional Map



Source: RCTLMA (2012) Figure 3-2



Vicinity Map

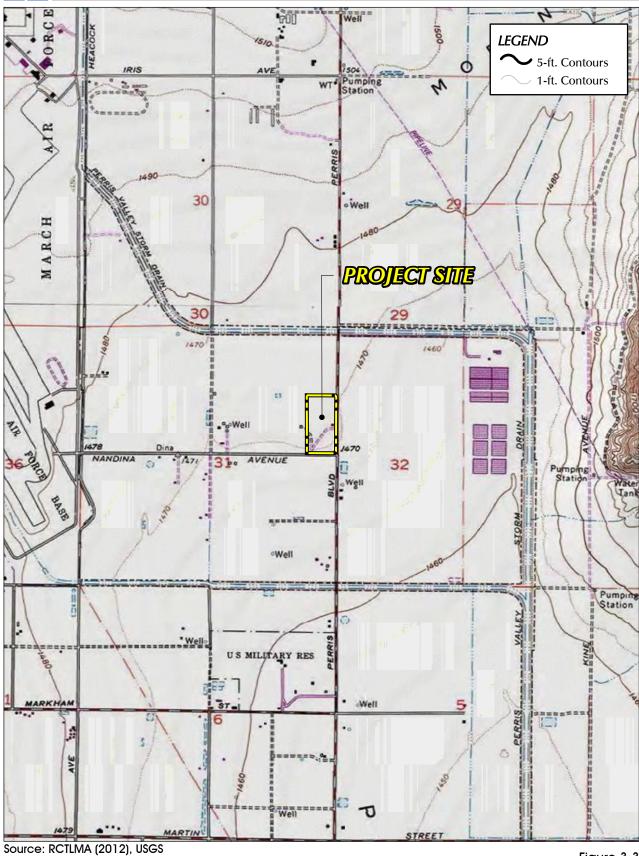


Figure 3-3

**USGS** Topographic Map



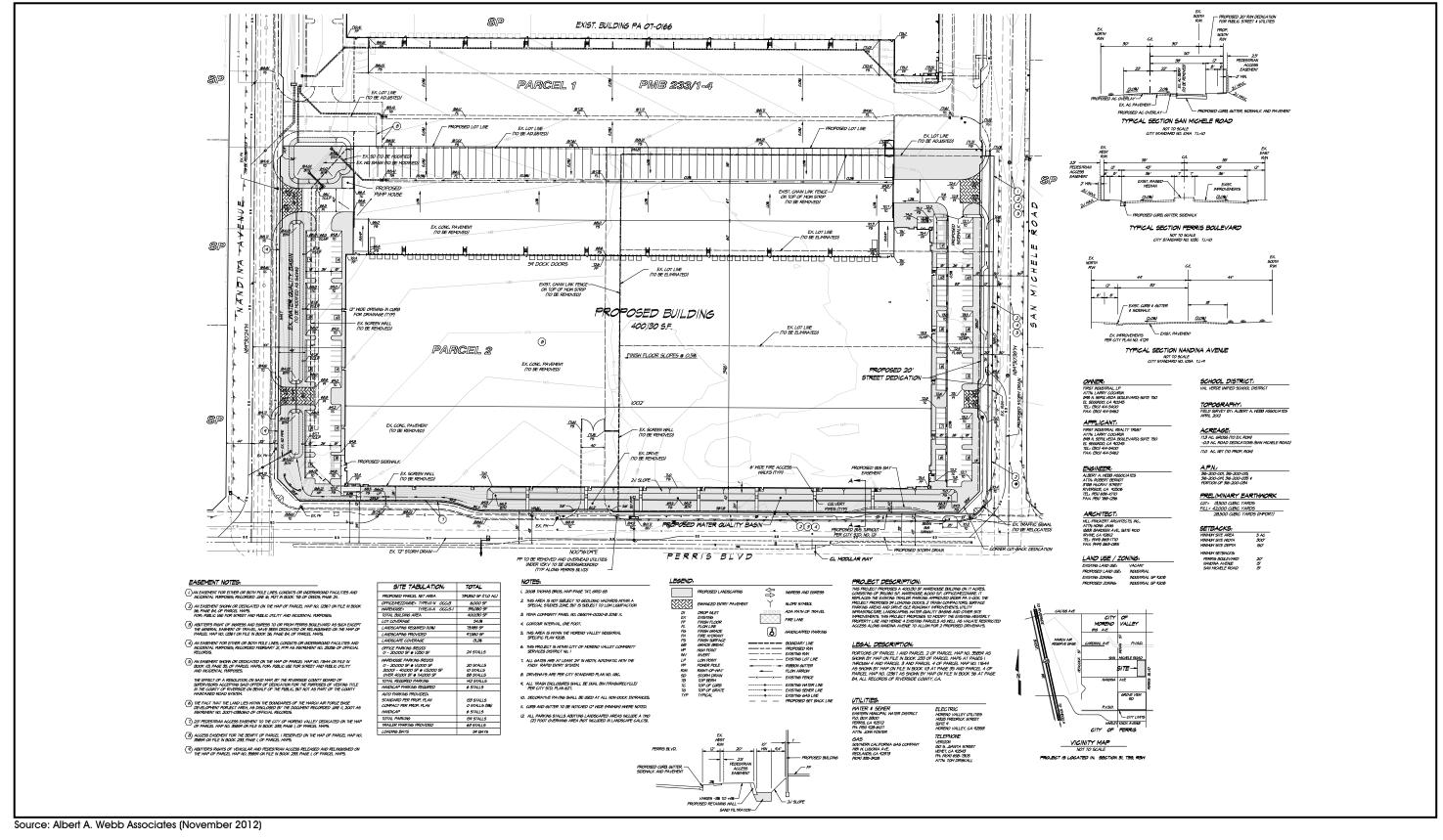
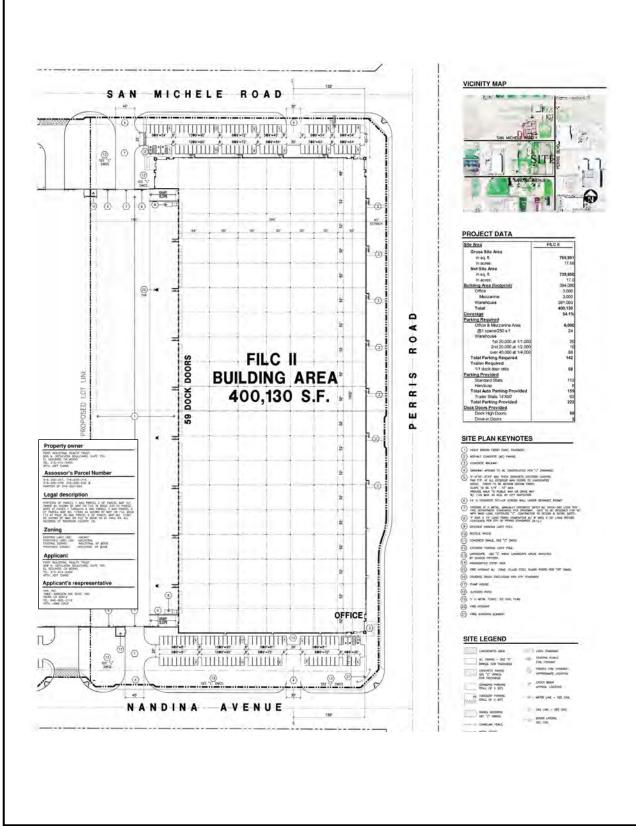




FIGURE 3-4 Plot Plan PA12-0023

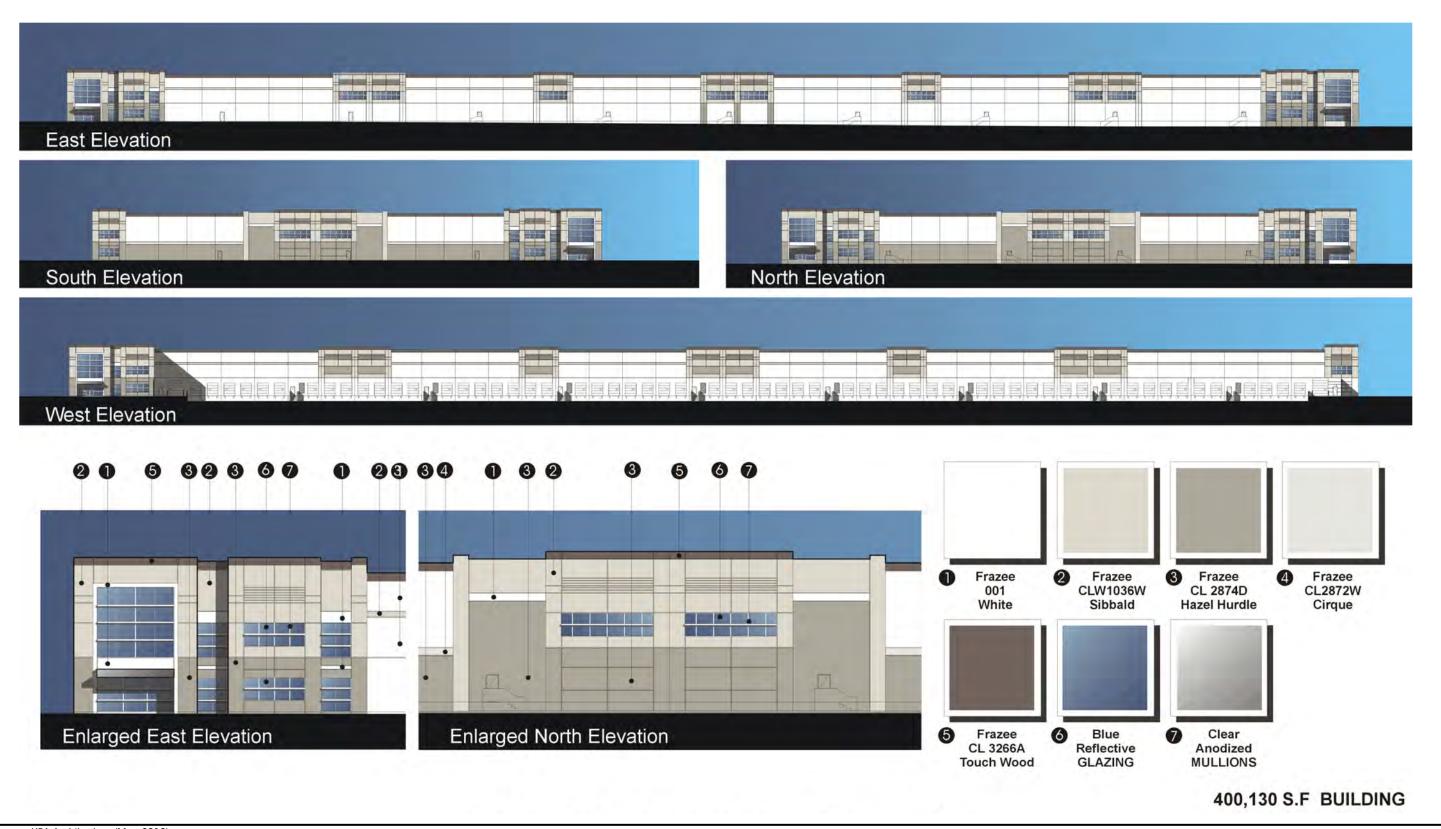


Source: HPA Architecture (May 2012)



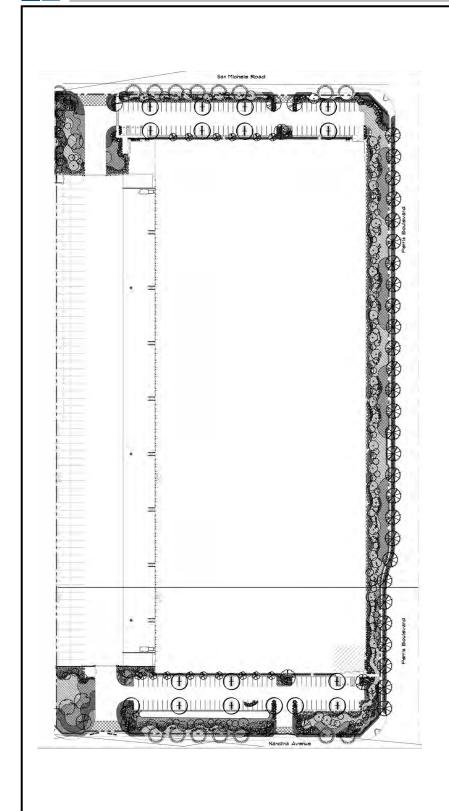
FIGURE 3-5 Plot Plan PA12-0023 Detail





Source: HPA Architecture (May 2012)

FIGURE 3-6 Architectural Elevations



24' Box 35 Gall B' bt 5 Gall	17 12 18 16 16 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	H H H L L L L L L L L L L L L L L L L L	<b>Oklimed</b>
36' Box 24' Box 24' Box 24' Box 24' Box 24' Box 5 Gal	28 69 17 16 43 3 46 6 6 17 328 641 6	H H H L L L L L L L L L L L L L L L L L	Multi Multi Multi Standari Öklimed
24' Box 24' Box 24' Box 24' Box 24' Box 56al 56al 56al 56al 56al	28 III I6 43 3 16 6 6 77 28 6 6 77 6 6	H H	Pulti Huiti Standan Okimed
5 Gal  24' Box  24' Box  24' Box  24' Box  5 Gal	28 IT IS	H H L L L L L L L L L L L L L L L L L L	Plantier Standard
24' Box 35' Gal 5' Gal	28 III 66 43 3 66 6 GTY 328 34 681 6	H H	Standari
24' Box 24' Box 24' Box 56 Gal B' bt 5 Gal 6 Gal 7 Gal	43 3 46 6 9 34 641 6	H L L L L L L L L L L L L L L L L L L L	<b>Oklimed</b>
24' Box 24' Box 24' Box 5 Gal B' bt 5 Gal 6 Gal	33 16 6 6 77 328 34 6-51 6	M L L L	
24° Box 24° Box 5 Gal B' bt 8 Gal 5 Gal 5 Gal 5 Gal 9 Gal	43 3 6 6 2TY 328 34 691	mcore r	Öklmed
24° Box 5 Gal B' bt 91ZE 5 Gal 5 Gal 5 Gal 9 Gal	31 6 6 6 7 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6	L L L	
B' bt  B' bt  Blize  Gal  Gal  Gal  Gal  Gal	977 378 34 681	L L L	
9IZE 5 Gal 5 Gal 5 Gal 9 Gal	277 378 34 691	L L L	
SIZE S Gal S Gal S Gal S Gal	277 378 34 691	L L	
5 Gal 5 Gal 5 Gal 5 Gal 5 Gal	328 34 691	L L	REMARK
5 Gal 5 Gal 5 Gal 5 Gal 5 Gal	328 34 691	L L	REMARK
5 Gal 5 Gal 5 Gal 5 Gal	34 697 6	i.	
5 Gal 5 Gal 5 Gal	6	ı	
B Gal	6	12	
9 (36)	6	1	
-	244	1	
5 Gal	403	1	
	363	L	
5 del	227	L	
5 Gal	727	L	
_			
_			REPLANK
	1.80	-	
	2		
J (48)		-	
	7		
			REMARK
Gal	6' OC.	F	
Gal	24' 0.0.	L	
Gal	30° O.C.	L	
Flate	11.00	F	
1 Gal	36° O.C.	L	
	Gal   Gal   Gal   Flate	5 Gal   2   15 Gal   3   5 Gal   22   15 Gal   22   15 Gal   22   15 Gal   6 ° OC.   1 Gal   24 ° OC.   1 Gal   36 ° OC.   1 Gal   36 ° OC.   1 Gal   36 ° OC.	8 Gel 2 L 8 Gel 5 L 9 Gel 221 L  6 122 SPACING SUCOLS 1 Gel 24 OC. L 1 Gel 30 OC. L 1 Gel 30 OC. L 1 Flets 01 OC. L

THE ROOTBALL OF ANY PLANT SHALL NOT BE PLANTED AN CLOSER THAN 2' FROM ANY HARDSCAPE, BUILDING OR WALL

Source: Hunter Landscape (May 2012)



FIGURE 3-7 Conceptual Landscaping Plan



# 4.0 ENVIRONMENTAL ANALYSIS

#### 4.0.1 SUMMARY OF EIR SCOPE

In accordance with CEQA Guidelines §§15126 - 15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulative impacts that have the potential to occur from planning, constructing, and/or operating the proposed Project.

In compliance with the procedural requirements of CEQA, an Initial Study was prepared to determine the scope of environmental analysis for this EIR. Public comment on the scope was considered in the form of written comments received by the City of Moreno Valley in response to the NOP issued for this EIR. Taking all known information and public comments into consideration, five (5) primary environmental subject areas are evaluated, as listed below. Each subsection evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein.

- 4.1 Air Quality
- 4.2 Greenhouse Gas Emissions
- 4.3 Noise
- 4.4 Transportation/Traffic
- 4.5 Biological Resources

Twelve (12) environmental subjects were determined by the City to have no potential to be significantly impacted by the Project with mandatory compliance to regulatory requirements, as concluded by the Project's Initial Study (included in *Technical Appendix A* to this EIR) and after consideration of all comments received by the City on the scope of this EIR. These 12 subjects are discussed in Subsection 5.4, *Effects Found Not to be Significant as Part of the Initial Study Process*, and include: aesthetics, agriculture resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, population and housing, public services, recreation, and utilities/service systems.

### 4.0.2 Scope of Cumulative Effects Analysis

CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines §15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines §15130(a)(1)). As defined in CEQA Guidelines §15355:

'Cumulative Impacts' refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.



(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

CEQA Guidelines §15130(b) describes two acceptable methods for identifying a study area for purposes of conducting a cumulative impact analysis. These two approaches include: "1) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency ['the list of projects approach'], or 2) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact ['the summary of projections approach']."

The summary of projections approach is used in this EIR, except for the evaluation of cumulative traffic and vehicular-related air quality and noise impacts. The analysis of cumulative traffic impacts uses the list of projects approach, as is required to be used by the City of Moreno Valley Transportation Engineering Division's Traffic Impact Analysis Preparation Guide (August 2007). Therefore, the cumulative analysis of vehicular-related air quality and noise impacts which relies on the traffic study, inherently also encapsulates the list of projects approach.

Using the summary of projections approach, the cumulative study area includes the City of Moreno Valley, the City of Perris, the City of Riverside, and the Harvest Valley/Winchester Area Plan (HVWAP), Lakeview/Nuevo Area Plan (LNAP), and the Mead Valley Area Plan (MVAP), all of which are part of the Riverside County General Plan. These three cities and the three Riverside County Area Plans encompass portions of western Riverside County that have similar environmental characteristics as the Project area. The selected study area encompasses the Perris Valley, which is largely bounded by prominent topographic landforms, such as Reche Canyon to the north, the Badlands to the east, and the Lakeview Mountains to the southeast. This study area exhibits similar environmental characteristics as the Project site. This study area also encompasses the service areas of the Project's primary public service and utility providers. Areas outside of this study area either exhibit topographic, climatological, or other environmental circumstances that are different from those of the Project area, or are simply too far from the proposed Project site to be cumulatively considerable.

Environmental impacts associated with the buildout of the Riverside County General Plan were evaluated in a Program-level EIR certified by Riverside County in 2003 (SCH No. 2002051143). The Riverside County General Plan EIR is herein incorporated by reference, and is available for review at the County of Riverside Transportation and Land Management Agency Planning Department, 4080 Lemon Street, 12th Floor, Riverside CA 92502. Likewise, the environmental impacts associated with the buildout of the City of Perris General Plan were evaluated in a Program-level EIR that was certified by the Perris City Council on April 26, 2005 (SCH No. 2004031135). The City of Perris General Plan EIR is also incorporated by reference, and is available for review at the City of Perris Department of Community Development, 135 North "D" Street, Perris CA 92570. Finally, the environmental impacts associated with the buildout of the City of Riverside General Plan were evaluated in a Program-level EIR that was certified by the Riverside City Council in November



2007 (SCH No. 2004021108). The City of Riverside General Plan EIR is also incorporated by reference, and is available for review at the City of Riverside Community Development Department, Planning Division, 3900 Main Street, Riverside, CA 92522.

A specific cumulative study area was established using "the list of projects approach" to assess the cumulative effect of the Project's traffic and transportation impacts, as required by the City of Moreno Valley Transportation Engineering Division's Traffic Impact Analysis Preparation Guide. And, because the Project's traffic report is relied upon to evaluate vehicular-related air quality and noise impacts, the same cumulative study area was applied. The cumulative study area includes approved and pending development projects within an approximate three (3)-mile radius of the Project site, as well as several large, traffic-intensive projects falling beyond a three (3)-mile radius of the Project site. As such, the cumulative impact analysis of traffic impacts and vehicular-related air quality and noise impacts considers 53 other past, present, and reasonably foreseeable projects within this study area. The traffic and vehicular-related effects of projects physically located beyond the geographic area identified in the list of projects approach are captured as part of adding a compounded 2% annual growth rate to the analysis scenarios. This methodology presents a more reasonable approach to cumulative traffic analysis than the General Plan projection approach by recognizing development projects that actually have the potential to contribute traffic and vehicularrelated air quality emissions and noise to the same intersections, roadway segments, and/or freeway segments as the proposed Project and have the potential to be made fully operational during a similar timeframe as the proposed Project. Specific development projects included in the traffic impact cumulative analysis are listed in Table 4-3 of the Project's Traffic Impact Analysis (refer to Technical Appendix F).

#### 4.0.3 IDENTIFICATION OF IMPACTS

Subsections 4.1 through 4.5 of this EIR evaluate the five (5) environmental subjects warranting detailed analysis, as determined by this EIR's Initial Study. The format of discussion is standardized as much as possible in each section for ease of review. The environmental setting is discussed first, followed by a discussion of the Project's potential environmental impacts based on specified thresholds of significance used as criteria to determine whether potential environmental effects are significant. The thresholds of significance used in this EIR are based on the thresholds presented in CEQA Guidelines Appendix G and as applied by the City of Moreno Valley to create the Project's Initial Study Checklist (included in *Technical Appendix A* to this EIR). The thresholds are intended to assist the reader of this EIR in understanding how and why this EIR reaches a conclusion that an impact would or would not occur, is significant, or is less than significant. As required by CEQA Guidelines §15126.2(a), impacts are identified as direct, indirect, cumulative, short-term, long-term, on-site, and/or off-site impacts of the proposed Project.

A summarized "impact statement" is provided in each subsection following the analysis. The following terms are used to describe the level of significance related to the environmental conditions affected by the proposed Project:

• No Impact: An adverse change in the physical environment would not occur.



- <u>Less Than Significant Impact</u>: An adverse change in the physical environment would occur but the change would not be substantial or potentially substantial and would not exceed the threshold(s) of significance presented in this EIR.
- <u>Significant Impact</u>: A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each subsection also includes a listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any) related to the environmental subject area under evaluation. If impacts are identified as significant after the application of regulatory criteria, feasible mitigation measures are listed that could be applied to either avoid the impact or to reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- <u>Less Than Significant Impact With Mitigation</u>: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less than significant level through the application of feasible mitigation measures.
- <u>Significant and Unavoidable Impact</u>: A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible mitigation measures are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

For any impact identified as significant and unavoidable, the City of Moreno Valley would be required to adopt a statement of overriding considerations pursuant to CEQA Guidelines §15093 in order to approve the Project despite its significant impact(s) to the environment. The statement of overriding considerations would list the specific economic, legal, social, technological, and other benefits of the Project, supported by substantial evidence in the Project's administrative record on file at the City of Moreno Valley, that outweigh the unavoidable impacts.

# 4.1 AIR QUALITY

This subsection is based on two technical studies that were prepared by Urban Crossroads, Inc. to evaluate the Project's potential to adversely affect local and regional air quality. These studies include the following: 1) "First Inland Logistics II Air Quality Impact Analysis" (November 14, 2012), which is included as *Technical Appendix B* to this EIR (Urban Crossroads 2012a); and 2) "First Inland Logistics II Mobile Source Health Risk Assessment" (November 14, 2012), which is included as *Technical Appendix C* to this EIR (Urban Crossroads 2012b). In addition, information used to support the analysis in this subsection was obtained from the City of Moreno Valley General Plan (Moreno Valley 2006a) and California Air Resources Board (CARB 2009).

#### 4.1.1 Existing Conditions

# A. Atmospheric Setting

The Project site is located in the South Coast Air Basin (SCAB or "Basin") which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB encompasses approximately 6,745-square miles and includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. (Urban Crossroads, 2012a, p. 8)

# B. Regional Climate and Meteorology

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence air quality. Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Because the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. (Urban Crossroads, 2012a, pp. 8-9)

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14-1/2 hours of possible sunshine. (Urban Crossroads, 2012a, p. 9)

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms

moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island that results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections. (Urban Crossroads, 2012a, p. 9)

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. (Urban Crossroads, 2012a, p. 9)

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides  $(NO_X)$  and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (Urban Crossroads, 2012a, p. 10)

## C. Air Quality Pollutants and Associated Health Effects

The federal government and State of California have established maximum permissible concentrations for common air pollutants that may pose a risk to human health or would otherwise degrade air quality and adversely affect the environment. These regulated air pollutants are referred to as "criteria pollutants." An overview of the common criteria air pollutants in the SCAB, their sources, and associated effects to human health are summarized on the following pages.

Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. (Urban Crossroads, 2012a, p. 14)

CO combines with hemoglobin to produce carboxyhemoglobin (COHb), which interferes with the transport of oxygen throughout the body. The most common symptoms associated with CO poisoning include headache, nausea, vomiting, dizziness, fatigue, and weakness. Exposure to CO can also result in chest pain. Individuals most at risk to the effects of CO

include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic oxygen deficiency. (Urban Crossroads, 2012a, p. 20)

- <u>Sulfur Dioxide (SO<sub>2</sub>)</u> is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO<sub>2</sub> oxidizes in the atmosphere, it forms sulfates (SO<sub>4</sub>). Collectively, these pollutants are referred to as sulfur oxides (SO<sub>X</sub>). (Urban Crossroads, 2012a, p. 18)
- Nitrogen Oxides (NO<sub>x</sub>) consist of nitric oxide (NO), nitrogen dioxide (NO<sub>2</sub>) and nitrous oxide (N<sub>2</sub>O) and are formed when nitrogen (N<sub>2</sub>) combines with oxygen (O<sub>2</sub>). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO<sub>2</sub> is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO<sub>2</sub> is the most abundant in the atmosphere. As ambient concentrations of NO<sub>2</sub> are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO<sub>2</sub> than those indicated by regional monitors. (Urban Crossroads, 2012a, p. 18)

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to  $NO_X$ . Short-term exposure to  $NO_X$  can result in resistance to air flow and airway contraction in healthy subjects. Exposure to  $NO_X$  can result in larger decreases in lung functions in individuals with asthma or chronic obstructive pulmonary diseases (e.g., chronic bronchitis, emphysema), as these individual are more susceptible to the effects of  $NO_X$  than healthy individuals. (Urban Crossroads, 2012a, p. 21)

• Ozone (O<sub>3</sub>) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>X</sub>), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. (Urban Crossroads, 2012a, p. 18)

Short-term exposure (lasting for a few hours) to ozone at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. People exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for ozone effects. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels. (Urban Crossroads, 2012a, pp. 19-20)

Particulate Matter is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particles that are 10 microns or smaller ( $PM_{10}$ ) easily

become airborne and can reduce visibility. Particles that are 2.5 microns or smaller ( $PM_{2.5}$ ) are formed in the atmosphere by sulfates or nitrates, a byproduct of primary gaseous emissions of  $SO_2$  and  $NO_x$ . (Urban Crossroads, 2012a, p. 18)

Elevated ambient concentrations of fine particulate matter ( $PM_{10}$  and  $PM_{2.5}$ ) have been linked to respiratory infections, number and severity of asthma attacks, and increased hospital admissions. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer. Daily fluctuations in  $PM_{2.5}$  concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of  $PM_{10}$  and  $PM_{2.5}$ . (Urban Crossroads, 2012a, pp. 20-21)

Volatile Organic Compounds (VOCs) and Reactive Organic Gasses (ROGs) are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. Both VOCs and ROGs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. VOCs and ROGs have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs and ROGs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. VOCs and ROGs are criteria pollutants since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably. (Urban Crossroads, 2012a, p. 19)

Odors generated by VOCs and ROGs can irritate the eye, nose, and throat, which can reduce respiratory volume. In addition, studies have shown that the VOCs and ROGs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. (Urban Crossroads, 2012a, p. 22)

• <u>Lead (Pb)</u> is a heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of the removal of lead from gasoline, there have been no violations at any of the SCAQMD's regular air monitoring stations since 1982. Currently, emissions of lead are largely limited to stationary sources such as lead smelters. It should be noted that the Project is not anticipated to generate a quantifiable amount of lead emissions. Lead is a criteria air pollutant. (Urban Crossroads, 2012a, p. 19)

Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. (Urban Crossroads, 2012a, pp. 21-22)

# D. Existing Air Quality

Existing air quality is measured based upon ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect, as well health effects of each pollutant regulated under these standards are shown in Table 4.1-1, *State and National Criteria Pollutant Standards, Effects, and Sources*.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in Table 4.1-1. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O<sub>3</sub>, CO, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are not equaled or exceeded at any time in any consecutive three-year period; and the federal standards (other than O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O<sub>3</sub> standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. (Urban Crossroads, 2012a, pp. 10-11)

# Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, the federal and state standards were exceeded on one or more days for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> at most monitoring locations. No areas of the SCAB exceeded federal or state standards for SO<sub>2</sub>, CO, or sulfates. Table 4.1-2, *Attainment Status of Criteria Pollutants in the SCAB*, summarizes the attainment designations for the SCAB. (Urban Crossroads, 2012a, p. 14)

## □ Local Air Quality

The nearest long-term air quality monitoring site for O<sub>3</sub> and PM<sub>10</sub> is the SCAQMD Perris monitoring station, located approximately 5.4 miles south of the Project site. Data for CO, NO<sub>2</sub>, and PM<sub>2.5</sub> was obtained from the Metropolitan Riverside County 2 monitoring station. It should be noted that the Metropolitan Riverside County 2 monitoring station was utilized in lieu of the Perris monitoring station only in instances where data was not available from the Perris station. The three (3) years of most recent available data presented in Table 4.1-3, *Project Area Air Quality Monitoring Summary* (2008-2010), shows the number of days that standards were exceeded for the study area, which was chosen to be representative of the local air quality at the Project site. Additionally, data for SO<sub>2</sub> has been omitted because attainment is regularly met in the SCAB and few monitoring stations measure SO<sub>2</sub> concentrations. (Urban Crossroads, 2012a, p. 14)



Table 4.1-1 State and National Criteria Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State Standard	그런 생물이 보고 있다면 없는데 그는 사람들은 요리를 하는데 하면 없는데 그들은 사람들이 되었다면 살아보고 있다면 살아보고 있다면 살아보고 있다면 살아보고 있다.		Major Sources
Ozone	1 hour 8 hours	0.09 ppm 0.07 ppm1	0.075 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases (ROG) and nitrogen oxides (NOx) react in the presence of sunlight. Major sources include onroad motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide	1 hour 8 hours	20 ppm 9.0 ppm	35 ppm 9 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide	1 hour Annual Avg.	0.18 ppm 0.030	0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide	1 hour 3 hours 24 hours	0.25 ppm  0.04 ppm	75 ppb  	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Particulate Matter ≤ 10 Microns (PM-10)	24 hours Annual Avg.	50 μg/m3 20 μg/m3	150 μg/m3 	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
Particulate Matter ≤ 2.5 Microns (PM-2.5)	24 hours Annual Avg.	 12 µg/m3	35 μg/m3 15 μg/m3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
Lead	Monthly Ave. Quarterly Rolling 3- Month Avg.	1.5 μg/m3 — —	1.5 μg/m3 0.15 μg/m3	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal Power Plants, Petroleum Production and refining
Sulfates	24 hour	25 μg/m3	No National Standard	Breathing difficulties, aggravates asthma, reduced visibility	Produced by the reaction in the air of SO2.
Visibility Reducing Particles	8 hour	Light extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, discourages tourism.	See PM10/PM2.5

<sup>1</sup> This concentration was approved by the Air Resources Board on April 28, 2005 and became effective May 17, 2006.

SOURCE: California Air Resources Board, 09/08/2010 (http://www.arb.ca.gov/research/aags/aags2.pdf). Ambient Air Quality Standards, available at http://www.arb.ca.gov/research/aaqs/aaqs2.pdf Standards last updated November 17, 2008. California Air Resources Board, 2001. CARB Fact Sheet: Air Pollution Sources, Effects and Control, http://www.arb.ca.gov/research/health/fs/fs2/fs2.htm, page last updated December 2005.



## Table 4.1-2 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
Ozone - 1hour standard	Nonattainment	No Standard
Ozone - 8 hour standard	Nonattainment	Extreme Nonattainment <sup>1</sup>
PM <sub>10</sub>	Nonattainment	Serious Nonattainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment/Maintenance
Nitrogen Dioxide	Nonattainment <sup>2</sup>	Attainment/Maintenance
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment/Nonattainment <sup>3</sup>	Attainment/Nonattainment <sup>4</sup>
All others	Attainment/Unclassified	Attainment/Unclassified

Source: California Air Resources Board 2010 (http://www.arb.ca.gov/regact/2010/area10/area10.htm, http://www.arb.ca.gov/desig/feddesig.htm)

<sup>1</sup> The USEPA approved redesignation from Severe 17 to Extreme Nonattainment on May 5, 2010 to be effective June 4, 2010.

<sup>2</sup> The SCAB was reclassified from attainment to nonattainment for nitrogen dioxide on March 25, 2010.

<sup>3</sup> Los Angeles County was reclassified from attainment to nonattainment for lead on March 25, 2010; the remainder of the SCAB is in attainment of the State Standard.

<sup>4</sup> The Los Angeles County portion of the SCAB is classified as nonattainment; the remainder of the SCAB is in attainment of the State Standard.



Table 4.1-3 Project Area Air Quality Monitoring Summary (2008-2010)

DOLLUTANT	GTANDADD		YEAR	
POLLUTANT	STANDARD	2008	2009	2010
Ozone (	O <sub>3</sub> ) <sup>a</sup>			
Maximum 1-Hour Concentration (ppm)		0.142	0.125	0.122
Maximum 8-Hour Concentration (ppm)		0.114	0.108	0.107
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	65	53	42
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	94	88	82
Number of Days Exceeding Federal 1-Hour Standard	> 0.12 ppm	4	1	0
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	77	67	50
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monox	ride (CO) <sup>b</sup>			
Maximum 1-Hour Concentration (ppm)		7	3	3
Maximum 8-Hour Concentration (ppm)		2	1.8	1.7
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding Federal / State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding Federal 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxid	de (NO <sub>2</sub> ) <sup>b</sup>			
Maximum 1-Hour Concentration (ppm)		0.09	0.08	0.0608
Annual Arithmetic Mean Concentration (ppm)		0.0258	0.0200	0.0172
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Particulate Matter ≤ 10	Microns (PM <sub>10</sub> ) <sup>a</sup>			
Maximum 24-Hour Concentration (µg/m³)		85	80	51
Number of Samples		45	58	61
Number of Samples Exceeding State Standard	> 50 µg/m³	12	9	1
Number of Samples Exceeding Federal Standard	> 150 µg/m³	0	0	0
Particulate Matter ≤ 2.5	Microns (PM <sub>2.5</sub> ) <sup>b</sup>			
Maximum 24-Hour Concentration (µg/m³)		43.0	42.2	43.7
Annual Arithmetic Mean (µg/m³)		13.4	13.4	11.0
Number of Samples Exceeding Federal 24-Hour Standard	> 35 μg/m³	4	2	2

a. Perris Monitoring Station (SRA 24) data.

Source: SCAQMD (www.aqmd.gov)

b. Metropolitan Riverside County 2 (SRA 23/Magnolia) data.



## ☐ Air Quality Conditions at Project Site

The Project site consists of an existing truck trailer parking lot and vacant land. While the southern portion of the site (developed as a parking lot) generates air emissions under existing conditions, such emissions are primarily associated with operation of the adjacent warehouse building to the west that was previously evaluated in an MND and Addenda prepared in accordance with CEQA (SCH No. 2008101041). According to the MND and its Addenda, operation of the parking lot does not exceed applicable SCAQMD regional and localized significance thresholds (Moreno Valley 2010, pp. 68-71).

The northern portion of the property is vacant under existing conditions and does not generate quantifiable air emissions. Maintenance activities for fire fuel management (i.e., discing) may generate temporary fugitive dust emissions of PM<sub>10</sub> and PM<sub>2.5</sub>; however, because detailed information is not available and given the infrequent and intermittent nature of site maintenance activities, temporary fugitive dust emissions that may be generated during discing cannot be accurately calculated and would be speculative in nature.

Absent additional information, existing air quality conditions at the Project site are assumed to be similar to local ambient conditions (presented in Table 4.1-3).

# E. Applicable Environmental Regulations

The following is a brief description of the federal, state, and local environmental laws and related regulations governing air quality emissions.

## □ Federal Regulations

The U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for O<sub>3</sub>, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

The Federal Clean Air Act (CAA) was first enacted in 1955 and was amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions).

Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and lead. The NAAQS were amended in July 1997 to include an additional standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>. Table 4.1-1 (previously presented) provides the NAAQS within the SCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NOx, which is a collective term that includes all forms of nitrogen oxides (NO, NO<sub>2</sub>, NO<sub>3</sub>) emitted as byproducts of the combustion process.

## California Regulations

The CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California CAA (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the California Ambient Air Quality Standards (CAAQS) for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals.

# □ Air Quality Management Planning

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, and in conformance with California Health & Safety Code §40702 et seq. and the California CAA, the SCAQMD has adopted an Air Quality Management Plan (AQMP) to plan for the regional improvement of air quality. AQMPs are updated regularly in order to more effectively reduce emissions and accommodate growth. Each version of the plan is an update of the previous plan and has a 20-year horizon with a revised baseline. The SCAQMD Governing Board adopted the AQMP applicable to evaluation in this EIR on June 1, 2007. On the date the NOP for this EIR was released for public review (December 3, 2012), SCAQMD's 2012 AQMP was not yet adopted, so the 2007 AQMP is applicable for evaluation. The 2012 AQMP was adopted by the SCAQMD's Governing Board on December 7, 2012.

As reported in the Executive Summary of the 2012 AQMP, air quality in the Basin is improving. "Over the years, the air quality in the Basin has improved significantly, thanks to the comprehensive control strategies implemented to reduce pollution from mobile and stationary sources." (SCAQMD, 2012, p ES-2). However, the 2012 AQMP also reports that the Basin exceeds the federal 8-hour ozone standard more frequently than any other location in the United States. In response, the 2012 AQMP recommends a strategy to reduce NOx emissions in the Basin.



#### 4.1.2 BASIS FOR DETERMINING SIGNIFICANCE

The proposed Project would result in a significant impact to air quality if the Project or any Project-related component would:

- 1. Conflict with or obstruct implementation of the applicable air quality plan;
- 2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- 3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- 4. Expose sensitive receptors to substantial pollutant concentrations; or
- 5. Create objectionable odors affecting a substantial number of people.

Within the context of the above significance thresholds, emissions generated by a development project would be significant under Thresholds 2 and 3 if they exceeded the regional thresholds established by the SCAQMD for criteria pollutants and would be significant pursuant to Threshold 4 if they exceeded the localized thresholds established by the State of California and the SCAQMD for criteria pollutants. The criteria applicable to the proposed Project are summarized in Table 4.1-4, *Regional and Localized Thresholds for Criteria Pollutants*. Pursuant to SCAQMD guidance, any project in the SCAB with daily emissions that would exceed any of the thresholds summarized in Table 4.1-4 would be considered as having a significant impact to air quality on both a direct (individual) and cumulative basis. (Urban Crossroads, 2012a, pp. 25-26)

In addition, pursuant to the thresholds established by the SCAQMD, any project that would emit toxic air contaminants, like diesel particulate matter, and expose receptor populations to an incremental cancer risk of greater than 10 in one million would be evaluated as having a significant impact to air quality under Threshold 4. (Urban Crossroads, 2012b)

# 4.1.3 IMPACT ANALYSIS

# A. Methodology for Estimating Project-Related Construction Emissions

# ☐ Maximum Daily Emissions

The California Emissions Estimator Model<sup>TM</sup> (CalEEMod<sup>TM</sup>), released by the SCAQMD on February 3, 2011, was used to estimate emissions of criteria pollutants  $NO_x$ , VOC,  $PM_{10}$ ,  $PM_{2.5}$ ,  $SO_X$ , and CO, associated with construction activities proposed by the Project. Construction-related emissions would be expected from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Building Construction

- Paving
- Architectural Coatings (Painting)
- Construction Workers Commuting

Table 4.1-4 Regional and Localized Thresholds for Criteria Pollutants

POLLUTANT	CONSTRUCTION	OPERATIONAL
Maximum	<b>Daily Emissions (Regional Thresh</b>	olds)
$NO_X$	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
$PM_{10}$	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
$SO_X$	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Ambient Air Qualit	ty for Criteria Pollutants (Localize	d Thresholds)
NO <sub>2</sub> (1-hour average)	0.18 ppm	0.18 ppm
PM <sub>10</sub> (24-hour average)	$10.40  \mu \text{g/m}^3$	$2.50  \mu \text{g/m}^3$
PM <sub>2.5</sub> (24-hour average)	$10.40  \mu \text{g/m}^3$	$2.50  \mu \text{g/m}^3$
CO (1-hour average)	20 ppm	20 ppm
CO (8-hour average)	9 ppm	9 ppm

NOTE: ppm = parts per million;  $\mu$ g/m3 = micrograms per cubic meter.

The southern portion of the Project site is currently occupied with an 8.4-acre truck parking yard. This parking area and associated surface improvements would be demolished to construct the proposed Project. The Project Applicant plans to demolish the asphaltic and concrete surfaces, which would be pulverized and stockpiled onsite for subsequent use in Project construction activities. The Project Applicant estimates that demolition activities would occur over a period of two (2) weeks but the air quality analysis conservatively assumes that demolition activates would occur over three (3) working weeks.

The duration of construction activity and associated equipment was estimated based on construction of similar projects in the City of Moreno Valley<sup>1</sup>, CalEEMod<sup>TM</sup> defaults, and information provided by the Project Applicant. A detailed summary of construction equipment assumptions by phase is provided in Table 4.1-5, *Construction Equipment Assumptions*.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod<sup>TM</sup> was used to calculate fugitive dust emissions resulting from this phase of activity. For purposes of modeling the Project's construction-related air emissions, demolition is expected to occur within the month of January 2013; Site Preparation is expected to occur from January 2013 through February 2013; Grading activities are expected to occur within the month of February 2013; Building Construction is expected to occur from February 2013 through October 2013; Paving is expected to

<sup>&</sup>lt;sup>1</sup> VIP Moreno Valley Final Environmental Impact Report (June 27, 2012): <a href="http://www.moval.org/misc/vipeir060420.shtml">http://www.moval.org/misc/vipeir060420.shtml</a>.

Table 4.1-5 Construction Equipment Assumptions

Operation	Crushing/Processing	Water Trucks	Concrete/Industrial Saws	Scraper	Grader	Rubber Tired Dozer	Tractor / Loader / Backhoe	Excavator	Pavers	Paving Equipment	Rollers	Forklift	Cranes	Air Compressor	Generator Set	Welder
Demolition	1		1			2		3								
Site Preparation		3				3	4			4						
Grading		3		2	1	1	2	2								
Building Construction							3			- 3	£	3	2		1	1
Paving								- 3	2	2	2					
Architectural Coating														1		

occur from October 2013 through November 2013; and Architecture Coatings are expected to occur from November 2013 through December 2013. This construction schedule represents a "worst-case" analysis scenario; should construction occur any time after these respective dates, construction-related emissions would decrease because emission factors for construction equipment decrease as the analysis year increases due to increasingly stringent regulatory requirements.

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction and earth materials delivered to the Project site), were estimated based on information from the Project Applicant and the CalEEMod<sup>TM</sup> defaults. Refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix B* to this EIR) for more details on the methodology and assumptions utilized to estimate Project-related construction emissions.

#### □ Localized Emissions

Localized emissions associated with Project-related construction activities were estimated and evaluated in accordance with SCAQMD's Final Localized Significance Threshold Methodology. For the proposed Project, the Source Receptor Area (SRA) for Perris Valley was utilized as the baseline for ambient air quality. The SCAQMD produced look-up tables for projects that disturb less than or equal to 5 acres in size; however, the tables can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required. This approach is conservative as it assumes that all on-site emissions would occur within a 5-acre area and would over-predict potential localized impacts (i.e., more pollutant emissions occurring within a smaller area and within closer proximity to potential sensitive receptors). If a project exceeds the LST look-up values, then the SCAQMD recommends that project specific air quality modeling be performed. (Urban Crossroads, 2012a, pp. 38-39)

## B. Methodology for Estimating Project-Related Operational Emissions

# ☐ Maximum Daily Emissions

SCQAMD's CalEEMod<sup>TM</sup> was used to estimate emissions of criteria pollutants, NO<sub>X</sub>, VOC, PM<sup>10</sup>, PM<sub>2.5</sub>, SO<sub>X</sub>, and CO, associated with long-term operation of the proposed Project. Operational emissions would be expected from the following primary sources:

- Vehicles
- Combustion Emissions associated with Natural Gas and Electricity
- Fugitive Dust related to Vehicular Travel
- Landscape Maintenance Equipment
- Architectural Coatings (Painting)

Trip characteristics from the Project's Traffic Impact Analysis (*Technical Appendix E* to this EIR) were used to estimate Project-related operational vehicular emissions. It should be noted that the Project's traffic study presents the total Project vehicle trips in terms of Passenger Car Equivalents (PCEs) in an effort to recognize and acknowledge the effects of heavy vehicles at the study area intersections. For purposes of the air quality study the PCE trips were not used; rather, to be more representative of actual air emissions, the actual number of passenger cars (including light trucks) and heavy trucks are used in the analysis. The vehicle fleet mix, in terms of actual vehicles, as derived from the traffic study for the Project is comprised of approximately 46% passenger cars (265 passenger cars) and approximately 54% total trucks (311 trucks) (Urban Crossroads, 2012a, p. 30). The total traffic generation in vehicles is 576 per day.

The Project's total traffic generation in vehicles was divided by the total number of square feet for the Project to derive the trip generation rate for input into the modeling program. For analysis purposes, the total 576 vehicles is divided by the total square footage for the proposed building (400,130 square feet) to derive an aggregate trip generation rate (1.44 trips per thousand square feet) for input into the model. Similarly, total truck trips (by axle) were summed; the total sum of all trucks was then divided by each category of trucks (by axle) to determine axle-specific truck percentage for the Project as a whole. The distribution of passenger cars was apportioned in accordance with the CalEEMod<sup>TM</sup> model default distribution and is summarized on Table 4.1-6, *Passenger Car Percentage Breakdown*. The distribution of truck traffic was apportioned in accordance with the CARB's *Assessment of Heavy-Duty Gasoline and Diesel Vehicles in California*, and is summarized on Table 4.1-7, *Heavy Duty Truck Percentage Breakdown*.

The Project's Air Quality Impact Analysis (*Technical Appendix B* to this EIR) uses a conservative approach for estimating long-term operational emissions associated with vehicle use. Per the SCAQMD 1993 CEQA Handbook, a one-way trip length of 17 miles was assumed for passenger car trips. For heavy duty trucks, the one-way trip length was derived using a formula that assumed that 50% of all Project-related heavy duty trucks would travel to the Port of Los Angeles/Long Beach (approximately 78 miles from the Project site), and the remaining 50% of all Project-related heavy duty trucks would be distributed equally to one of the following locations at far edges of the SCAB: Banning Pass; San Diego County Line; Cajon Pass; and Downtown Los Angeles. Using this formula, the average Project-related one-way heavy duty truck trip would be 61 miles. Weighting the average trip length by the Project's estimated vehicle fleet mix resulted in an average weighted one-way trip length of 40.76 miles. The weighted one-way trip used in the evaluation of the Project's operational emissions is higher than the recommended values of the SCAQMD and Southern California Association of Governments (SCAG) and likely overstates the Project's long-term impact. (Urban Crossroads, 2012a, p. 34)

Table 4.1-6 Passenger Car Percentage Breakdown

Vehicle Class	Vehicle Class				
01 - Light-Duty Autos (PC)	LDA	55%			
02 - Light-Duty Trucks (T1)	LDT1	8%			
03 - Light-Duty Trucks (T2)	LDT2	25%			
04 - Medium-Duty Trucks (T3)	MDV	12%			

Table 4.1-7 Heavy Duty Truck Percentage Breakdown

Vehicle Class		Percentage of Vehicles
05 - Light HD Trucks (T4)	LHD1	4.6%
06 - Light HD Trucks (T5)	LHD2	1.3%
07 - Medium HD Trucks (T6)	MHD	45.2%
08 - Heavy HD Trucks (T7)	HHD	48.9%

Using the vehicle mix one-way trip length described above, the Project's operational vehicular emissions were derived from vehicle miles traveled (VMT). VMT for a given project is calculated by multiplying the total number of vehicle trips to/from the Project site by the average trip length (in miles). This likely results in the over-estimation and double-counting of emissions for distribution warehouse centers like the proposed Project because the proposed land use is likely to attract (divert) existing vehicle trips that are already on the circulation system as opposed to generating new trips. There are no known methodologies, however, for estimating the net effect of redistributed truck trips on freight truck vehicle miles within the region.

Project-related long-term operational emissions associated with use of natural gas and electricity, fugitive dust related to vehicular travel, operation of landscape maintenance equipment, and the application of architectural coatings were estimated using CalEEMod<sup>TM</sup> model defaults.

Please refer to Appendix A of the Air Quality Impact Analysis (*Technical Appendix B* to this EIR) for more details on the methodology and assumptions utilized to estimate Project-related operational emissions.

# □ Localized Emissions

The LST analysis includes on-site sources only; however, the CalEEMod<sup>™</sup> outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emission inputs represent all on-site Project-related stationary (area) sources and five percent (5%) of the Project-related mobile sources. Considering that the weighted trip length used in CalEEMod<sup>™</sup> for the Project is approximately 40.76 miles, 5% of this total would represent an on-site travel distance for each car and truck of approximately two

(2.0) miles or 10,560 feet; thus the 5% assumption is conservative and would tend to overstate the actual impact. (Urban Crossroads, 2012a, p. 41)

A CO "Hot Spot" Analysis was not performed to evaluate the effect of Project-related vehicular emissions on localized concentrations of CO at intersections in the vicinity of the Project site. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 2003 AQMP, CO "Hot Spots" are typically associated with idling vehicles at extremely busy intersections (i.e., intersections with an excess of 100,000 vehicle trips per day) in areas with unusual meteorological and topographical conditions. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. As a result of this analysis, the SCAB has been designated as attainment for CO since 2007 (SCAQMD 2007) and even very busy intersections do not result in exceedances of the CO standard. Based on an analysis of the busiest intersections within the Project's vicinity, it was determined that none of the intersections in the vicinity of the Project would have peak hourly traffic volumes exceeding those at the intersections modeled in the 1992 CO Plan/2003 AQMP analysis. Therefore, Project-related vehicular emissions would not result in a substantial contribution of CO concentrations at intersections in the vicinity of the Project site and a CO "Hot Spot" analysis is not warranted. (Urban Crossroads, 2012a, pp. 42-44)

The nearest sensitive receptor land use (defined as a place where an individual could remain for 24-hours) would be the residence approximately 656 feet/200 meters north of the Project boundary, south of Rivard Road and west of Perris Boulevard. Accordingly, LSTs for receptors at 656 feet/200 meters are utilized in the analysis and provide for a conservative (i.e. "health protective") standard of care, as any receptors located further away would be exposed to a lesser impact. (Urban Crossroads, 2012a, p. 40)

## C. Methodology for Estimating Project-Related Diesel Particulate Emissions

Diesel particulate emissions were estimated using the 2011 version of the Emission FACtor model (EMFAC) developed by the CARB. EMFAC 2011 is a mathematical model that calculates emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB for projections of changes in future emissions from on-road mobile sources. The EMFAC 2011 model quantifies annual diesel particulate exposure for different receptor populations using a variety of factors including vehicle activity, vehicle speed, temperature and relative humidity. Refer to Pages 9 through 13 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the model inputs and equations used in the estimation of Project-related diesel particulate emissions. (Urban Crossroads, 2012b, pp. 9-13)

The effect of Project-related diesel particulate emissions was quantified in accordance with the SCAQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. Pursuant to SCAQMD's recommendations, the AEROMOD model was used (Urban Crossroads, 2012b, p. 13). Refer to Pages 13 through 17 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the model inputs and equations used in the estimation of average particulate concentrations associated with operations at the Project site.

Health risks associated with exposure to diesel particulate emissions are defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. The cancer risk probability is determined through a series of equations to calculate unit risk factor, cancer potency factor, and chronic daily intake. The equations and input factors utilized in the Project analysis were obtained from the California EPA, Office of Environmental Health Hazard (Urban Crossroads, 2012b, p. 17). Refer to Pages 17 through 19 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the variable inputs and equations used in the estimation of receptor population health risks associated with operations at the Project site.

The project level threshold of significance for toxic air contaminants is 10 in one million for both direct and cumulative impacts, which is consistent with AQMD guidance. The AQMD published a report on how to address direct and cumulative impacts from air pollution: White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (August 2003). In this report the AQMD states (Page D-3):

"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

# Threshold 1: Would the proposed Project conflict with or obstruct implementation of the applicable air quality plan?

Because the 2012 AQMP was not adopted at the time the NOP for this EIR was distributed for public on December 3, 2012, the applicable air quality plan for the Project's evaluation in this EIR is the 2007 AQMP. The 2007 AQMP projects long-term air quality conditions for the SCAB. The air quality conditions presented in the 2007 AQMP are based in part on the growth forecasts that were used as inputs for SCAG's regional transportation model. The growth forecasts utilized in the 2007 AQMP are based on the growth projections identified by SCAG in its 2004 Regional Transportation Plan (RTP). The RTP assumed that development in the various incorporated and unincorporated areas within the SCAB would occur in accordance with the adopted general plans for these areas. In addition, the air quality conditions presented in the 2007 AQMP are based on the assumption that

future development projects would implement strategies to reduce emissions generated during the construction and operational phases of development. Accordingly, if a proposed project is consistent with these growth forecasts, and if available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the project would be considered to be consistent with the AQMP.

The SCAQMD has established criteria for determining consistency with the 2007 AQMP. These criteria are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook and are discussed below. These are the same consistency criteria that are used to determine consistency with the 2012 AQMP as well. Because the City of Moreno Valley's General Plan designates the Project site as "Industrial" and that land use designation did not change between the time of the 2007 AQMP and 2012 AQMP, the growth forecast used for the Project site in both the 2007 and 2012 AQMPs is the same.

• Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and NAAQS. Violations of the CAAQS and NAAQS would occur if localized significance thresholds (LSTs) were exceeded. As evaluated as part of the Project LST analysis (refer to Threshold 4, below), the Project's mitigated localized construction-source emissions would not exceed applicable LSTs; therefore, a violation would not occur. Similarly, the Project LST analysis demonstrates that Project operational-source emissions would not exceed applicable LSTs.

However, as discussed under the analysis of Thresholds 2 and 3 (below), Project operations would result in or cause exceedances of certain SCAQMD regional thresholds. Although operational emissions would be generated in excess of SCAQMD's regional threshold criteria, these emissions are accounted for in the AQMP and the AQMP air quality attainment goals. That is, land uses and development proposed by the Project are consistent with land uses and development intensities reflected in the currently adopted City of Moreno Valley General Plan, and are therefore within the scope of air quality considerations reflected in the AQMP. Moreover, the Project's urban location and proximity to local and regional transportation facilities acts to reduce vehicle miles traveled and associated mobile-source (vehicular) emissions. Additionally, Project incorporation of mandatory energy-efficient technologies as required by the California Building Standards Code, and mandatory compliance with SCAQMD emissions reduction rules and control requirements, act to reduce stationary-source air emissions. These Project attributes and features are consistent with and support AQMP air pollution reduction strategies and promote timely attainment of AQMP air quality standards.

On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.



• Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2011 or increments based on the years of project buildout phase.

Assumptions of the AQMP used in projecting future emissions levels are based in part on land use data provided by lead agency general plan documentation. Projects that propose general plan amendments and changes of zone may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. If however, a project does not exceed the growth projections in the applicable general plan, then the project is considered to be consistent with the growth assumptions in the AQMP.

The Project site is designated as "Industrial" by the Moreno Valley General Plan and uses proposed by the Project are consistent with this designation. The Project also does not plan to increase the development intensity beyond that currently anticipated for the subject site as reflected in Moreno Valley's Specific Plan 208. Because the land use proposed by the Project is consistent with the adopted General Plan, the Project is in compliance with Consistency Criterion No. 2.

In summary, because the proposed Project satisfies both of the two aforementioned criteria for determining consistency, the Project is deemed consistent with the AQMP and an impact due to a conflict with or obstruction of the applicable air quality management plan would not occur.

- Threshold 2: Would the proposed Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- Threshold 3: Would the proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

# ☐ Construction Emissions

Applying the methodology presented previously in Subsection 4.1.3A, the estimated maximum daily construction emissions are summarized on Table 4.1-8, *Emissions Summary of Construction Activities (Without Mitigation)*. As shown, emissions resulting from Project construction would exceed criteria pollutant thresholds established by the SCAQMD for emissions of VOCs and NO<sub>x</sub> (before mitigation). In addition, the SCAB does not attain state criteria for NO<sub>x</sub> concentrations, as previously presented in Table 4.1-2. Furthermore, NO<sub>x</sub> and VOCs are precursors for O<sub>3</sub>, and the SCAB is identified as a federal and state non-attainment area for O<sub>3</sub> (see Table 4.1-2). As such, nearterm construction activities would violate the air quality standard for VOCs and NO<sub>x</sub>, would contribute to an existing regional air quality violation, and would cumulatively contribute to the net increase of two criteria pollutants (O<sub>3</sub> and NO<sub>x</sub>) for which the region is non-attainment. Accordingly, construction-related emissions of VOCs and NOx are therefore considered a significant direct and cumulative impact for which mitigation would be required.



Table 4.1-8 Emissions Summary of Construction Activities (Without Mitigation)

Year	VOC	NO <sub>x</sub>	со	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	81.55	111.99	63.63	0.14	68.68	12.64
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	YES	YES	NO	NO	NO	NO

Note: Please refer to Appendix A of the Project's Air Quality Impact Analysis (Technical Appendix B to this EIR) for the CalEEMod<sup>TM</sup> output files and additional hand calculations for the estimated emissions.

# Operational Emissions

The Project-related operations emissions, along with a comparison of SCAQMD significance thresholds, are shown on Table 4.1-9, Summary of Peak Operational Emissions (Without Mitigation). As shown, the Project's long-term operational emissions would exceed the SCAQMD threshold of significance for  $NO_x$ . In addition, the SCAB does not attain state criteria for  $NO_x$  concentrations, as previously presented above. Furthermore,  $NO_x$  is a precursor for  $O_3$ , and the SCAB is identified as a federal and state non-attainment area for  $O_3$  (see Table 4.1-2). As such, the Project's long-term operational activities would violate the air quality standard for  $NO_x$ , would contribute to an existing regional air quality violation, and would cumulatively contribute to the net increase of a criteria pollutant  $(NO_x)$  for which the region is non-attainment. These impacts are concluded to be significant on a direct and cumulative basis and mitigation would be required.

Regarding area source emissions, the proposed Project is designed to meet or surpass California Building Code Title 24 energy efficiency requirements, thereby acting to reduce area-source emissions to the extent feasible. However, emissions of NO<sub>x</sub> are primarily the result of mobile source emissions (vehicles traveling to and from the Project site). The Project's location proximate to major local roadways and regional freeway facilities (namely Harley Knox Boulevard (a designated truck route) and the I-215 Freeway) acts to reduce vehicle miles traveled with correlating reductions in vehicle source emissions. (Urban Crossroads, 2012a, p. 38)

Federal and state agencies regulate and enforce vehicle emission standards. CARB's Diesel Risk Reduction Plan (DRRP) led to the adoption of new state regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel particulate matter (DPM) emissions by about 90 percent overall from year 2000 levels. Specifically, the operation of diesel fueled vehicles are currently subject to the California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and to California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling." Reductions in pollutant emissions are anticipated to continue to accrue for the foreseeable future as current and more stringent state and federal regulations are implemented and older, less controlled vehicles and equipment are retired or retrofitted with required pollution control devices. The City of Moreno Valley does not have the resources to impose and enforce restrictions on engine use and vehicle emissions above and beyond the requirements of state and federal law. And, even if the City were to apply more stringent emission restrictions on individual projects, such a restriction would merely entice the vehicles fleet operators that do not meet the stricter restriction to operate at another



Table 4.1-9 Summary of Peak Operational Emissions (Without Mitigation)

### **SUMMER MONTHS**

Operational Activities	voc	NO <sub>x</sub>	СО	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source Emissions-Maintenance/Other <sup>a</sup>	10.46		122			122
Energy Source Emissions b	0.03	0.23	0.19		0.02	0.02
Mobile Source Emissions <sup>c</sup>	21.60	221.09	161.80	0.36	35.44	8.54
Maximum Daily Emissions	32.09	221.32	161.99	0.36	35.46	8.56
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	YES	NO	NO	NO	NO

#### WINTER MONTHS

Operational Activities	voc	NO <sub>x</sub>	CO	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source Emissions-Maintenance <sup>a</sup>	10.46					
Energy Source Emissions b	0.03	0.23	0.19		0.02	0.02
Mobile Source Emissions <sup>c</sup>	22.23	235.90	159.25	0.35	35.48	8.57
Maximum Daily Emissions	32.72	236.13	159.44	0.35	35.50	8.59
SCAQMD Regional Threshold	55	55	550	150	150	55
Significant?	NO	YES	NO	NO	NO	NO

building or in another location in the SCAB where the mobile source restriction does not apply, thereby resulting in no improvement to regional air quality.

# Threshold 4: Would the proposed Project expose sensitive receptors to substantial pollutant concentrations?

During construction and long-term operation, the Project has the potential to expose nearby sensitive receptors to pollutant concentrations. The following provides an analysis based on the applicable localized significance thresholds established by the State of California and SCAQMD.

### Construction-Related Localized Emissions

Table 4.1-10, Localized Significance Summary for Construction Activities (Without Mitigation), presents the results of the localized significance analysis for construction-related emissions. Detailed localized emissions model outputs are presented in Attachment A to the Air Quality Impact Analysis (Technical Appendix B to this EIR). As shown, during site preparation and grading activities, Project-related construction emissions would not exceed the SCAQMD Localized Threshold for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. Localized emission levels would be further reduced with the incorporation of the construction-related mitigation measures presented below in Subsection 4.1.7. (Refer to Tables 3-9 and 3-11 of the Project's Air Quality Impact Analysis (Technical Appendix B to this EIR) for a summary of construction-related localized emissions following the incorporation of mitigation). Accordingly, construction of the proposed Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.



Table 4.1-10 Localized Significance Summary for Construction Activities (Without Mitigation)

#### SITE PREPARATION

Activity	NO <sub>x</sub>	со	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	54.15	30.68	22.53	12.59
SCAQMD Localized Threshold	434	5,998	86	27
Significant?	NO	NO	NO	NO

#### **GRADING**

Activity	NO <sub>x</sub>	со	PM <sub>10</sub>	PM <sub>2.5</sub>
Grading	65.32	35.42	10.29	6.38
SCAQMD Localized Threshold	452	6,285	89	28
Significant?	NO	NO	NO	NO

## Operational-Related Localized Emissions

#### Criteria Pollutant Emissions

Table 4.1-11, Localized Significance Summary for Operational Activities (Without Mitigation), presents the results of the long-term localized significance threshold analysis. Detailed operational localized emissions model outputs are presented in Attachment A to the Air Quality Impact Analysis (*Technical Appendix B* to this EIR).

Results of the analysis indicate that estimated Project-related long-term operational emissions would not exceed localized emissions thresholds established by the SCAQMD. In addition, the proposed Project has no potential to cause or contribute to any CO "hotspots." (Urban Crossroads, 2012a, p. 47) Accordingly, under long-term operating conditions, the proposed Project would not expose any sensitive receptors to substantial Project-related pollutant concentrations, and impacts would be less than significant.

Table 4.1-11 Localized Significance Summary for Operational Activities (Without Mitigation)

Operational Activity	NO <sub>x</sub>	СО	PM <sub>10</sub>	PM <sub>2.5</sub>
On-Site Emissions	11.28	8.28	1.79	0.45
SCAQMD Localized Threshold	488	6,860	23	8
Significant?	NO	NO	NO	NO

Source Receptor Area: 24, 5 acres, 200 meter distance, on-site traffic 5% of total.

#### Diesel Particulate Emissions

The SCAQMD has conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. This study, entitled, *Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES III*, predicted an excess cancer risk of 566 in one million for the Project area. Project-related Diesel Particulate Matter (DPM) cancer risks were evaluated under three

(3) operational scenarios as part of the Project's Mobile Health Risk Assessment (*Technical Appendix C* to this EIR), which are discussed below.

For the Residential Exposure Scenario, results indicate that particulate emissions generated from the Project would not create a significant health risk to residential land uses in the Project area. At the maximally exposed individual receptor (MEIR), the maximum risk is estimated to be 4.64 in one million, which does not exceed the SCAQMD DPM-source cancer risk (risk) threshold of 10 in one million. (Urban Crossroads, 2012b, p. 19) Accordingly, diesel particulate emissions would result in a less than significant impact to residential receptors.

For the Worker Exposure Scenario, results indicate that particulate emissions generated from the Project would not pose a significant health risk to workers in the project area. At the maximally exposed individual worker (MEIW), the maximum risk is estimated to be 1.23 in one million, which does not exceed the risk threshold of 10 in one million. (Urban Crossroads, 2012b, pp. 19-20) Accordingly, diesel particulate emissions would result in a less than significant impact to future Project site workers and other workers in the area.

For the School Child Exposure Scenario, results indicate that particulate emissions generated from the Project would not create a significant health risk to school children in the Project area. At the maximally exposed individual school child (MEISC), the maximum risk is estimated to be 0.08 in one million, which does not exceed the SCAQMD risk threshold of 10 in one million. (Urban Crossroads, 2012b, p. 20) Accordingly, diesel particulate emissions would result in a less than significant impact to school children.

An evaluation of the potential noncarcinogenic effects of chronic exposures also was conducted. For purposes of this analysis the hazard index for the respiratory endpoint totaled less than one for all receptors in the Project vicinity, and thus is less than significant. (Urban Crossroads, 2012b, p. 20) Refer to Page 20 of the Project's Mobile Source Health Risk Assessment (*Technical Appendix C* to this EIR) for a detailed description of the variable inputs and equations used in the estimation of potential noncarcinogenic effects.

# Threshold 5: Would the proposed Project create objectionable odors affecting a substantial number of people?

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock, farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations

- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project does not propose land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities (which are not

typically objectionable), and the temporary storage of typical solid waste (refuse) associated with the Project's long-term operational uses.

Standard construction procedures would minimize odor impacts resulting from construction activity. Additionally, any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity; and, a substantial number of people are not concentrated around the Project site and could thus not be affected. For these reasons, it is concluded that construction-related odors would be less than significant because odors would be short term, not objectionable, and not affect a substantial population. For long-term operational conditions, Project-generated refuse would be required to be stored in covered containers and removed at regular intervals in compliance with the City of Moreno Valley's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, impacts due to odors associated with the Project construction and long-term operation would be less than significant.

#### 4.1.4 CUMULATIVE IMPACT ANALYSIS

The proposed Project would implement the Moreno Valley General Plan and Moreno Valley Industrial Area Plan land use designations applied to the Project site. As such, the Project would be consistent with the growth forecasts used in the SCAQMD's 2007 AQMP to predict future air quality conditions in the SCAB. Accordingly, emissions that would be generated by the Project are assumed to be accounted for in the AQMP, and the Project would not conflict with or obstruct the implementation of the SCAQMD AQMP on a cumulative basis.

The Project area is designated as an extreme non-attainment area for  $O_3$ , and a non-attainment area for  $PM_{10}$  and  $PM_{2.5}$ . The Project-specific evaluation of emissions demonstrates that the proposed Project would exceed the SCAQMD regional thresholds for VOCs and  $NO_x$  during construction activities, and would exceed the SCAQMD regional threshold for  $NO_x$  under long-term operating conditions. Because  $NO_x$  and VOCs are a precursor for  $O_3$ , the Project's near- and long-term emissions would cumulatively contribute to criteria pollutants for which the Project region is in non-attainment (i.e.,  $NO_x$  and  $O_3$ ) and would violate the SCAQMD air quality standards for VOCs and  $NO_x$  during construction and  $NO_x$  during long-term operation. These impacts are concluded to be cumulatively significant, the Project's contribution would be cumulatively considerable, and mitigation would be required.

As demonstrated in the analysis of Threshold 4, above, air emissions generated by the Project during construction and operation would not violate the SCAQMD Localized Thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, or PM<sub>2.5</sub>. In addition, Project-related operational emissions of diesel particulates would not result in significant mobile-source health risks to any nearby sensitive receptors. There are currently no proposals for new construction adjacent to the proposed Project site; accordingly, there is no potential for cumulatively significant localized impacts during construction. Under long-term operating conditions, Project operations also would be far below the SCAQMD Localized Significance Thresholds. Therefore, it is reasonable to conclude that even when combined with localized emissions from future developments within close proximity to the Project site, such emissions would not exceed SCAQMD thresholds. Accordingly, long-term operation of the Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulative considerable impact would not occur.

The SCAQMD has conducted an in-depth analysis of the toxic air contaminants and their resulting health risks for all of Southern California. This study, entitled, Multiple Air Toxics Exposure Study in the South Coast Air Basin, MATES III, predicted an excess cancer risk of 566 in one million for the Project area. DPM is included in this cancer risk along with all other toxic air contaminant (TAC) sources. DPM accounts for 83.6% of the total risk shown in MATES-III. The total risk derived by the MATES-III study was added to the Project source risks to determine the cumulative risks in the Project area, which is summarized in Table 4.1-12, Cumulative Cancer Risk. As shown in Table 4.1-12, the highest cumulative with Project cancer risks for residential receptors would be 570.64 in one million (or an increase of 4.64 in one million over background conditions). For workers, the highest cumulative with Project risk would be 567.23 in one million (or an increase of 1.23 in one million over background conditions). The highest cumulative with Project cancer risks for school children would be 566.08 in one million (or an increase of 0.08 in one million over background conditions). In all cases, the Project's incremental contribution to cancer risk would be below the 10 in one million threshold set by SCAQMD; accordingly, the proposed Project would result in a less than significant cumulative impact due to DPM emissions and their attendant cancer risk. (Urban Crossroads, 2012b, pp. 21-22)

Cancer Risk as Maximum Sensitive Receptor (risk in one million) **Background Project Site Total Cumulative Risk** Maximum Impact to All 566 N/A Receptors Without Project 570.64 Maximum Impact to Nearest 566 4.64 Residential With Project Maximum Impact to Nearest 566 1.23 567.23 Worker With Project Maximum Impact to Nearest 0.08 566.08 566 School With Project

Table 4.1-12 Cumulative Cancer Risk

Source: (Urban Crossroads, 2012b, Table 2-7)

The proposed Project would not involve a land use that is associated with the generation of odors, and construction odors would occur only in the near-term and would be short-term and intermittent in nature. There also are no odor emitters in the Project's cumulative study area which, when combined with Project-related odors, could affect a substantial number of people. Since the Project has no potential to create substantial amounts of odor during long-term operation, and since it is reasonable to conclude that no adjacent properties would be under development simultaneously with the proposed Project, the Project would not result in a significant odor-related impact under near- or long-term conditions.

#### 4.1.5 APPLICABLE PROJECT REQUIREMENTS

The following is a list of requirements and/or conditions to which the Project would be required to adhere. Compliance with these measures was assumed throughout the above analysis of air quality impacts.

PR 4.2-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402, "Nuisance."

- PR 4.2-2 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving activities, grading, and equipment travel on unpaved roads.
- PR 4.2-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 431.2, "Sulfur Content of Liquid Fuels."
- PR 4.2-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings."
- PR 4.2-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186, "PM<sub>10</sub> Emissions from Paved and Unpaved Roads, and Livestock Operations."
- PR 4.2-6 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186.1, "Less-Polluting Street Sweepers."
- PR 4.2-7 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles."
- PR 4.2-8 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."
- PR 4.2-9 The Project is required to comply with California Code of Regulations Title 24, "California Building Standards Code" and the "California Green Building Code."

#### 4.1.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

<u>Threshold 1: No Impact</u>. The proposed Project would not conflict with or obstruct implementation of the SCAOMD's AOMP.

Thresholds 2 and 3: Significant Direct and Cumulative Impact (Near- and Long-Term). Emissions during Project construction (near-term) would violate the SCAQMD regional thresholds for VOCs and NO<sub>x</sub>. In addition, emissions during Project operation (long term) are projected to exceed the SCAQMD regional threshold for NO<sub>x</sub>. Near-term emissions of VOCs and near- and long-term emissions of NO<sub>x</sub> also would contribute to an existing air quality violation in the SCAB (i.e., non-attainment status for O<sub>3</sub>) because both VOCs and NO<sub>x</sub> are precursors for O<sub>3</sub>. As such, Project-related air emissions would violate SCAQMD air quality standards and contribute to the non-attainment status of a criteria pollutant (i.e., O<sub>3</sub>). These Project-related air emissions are concluded to be a significant impact on a direct and cumulative basis.

<u>Threshold 4: Less than Significant Impact</u>. Near-term construction and long-term operation of the proposed Project would not expose nearby sensitive receptors to substantial pollutant concentrations of any criteria pollutant or diesel particulate matter. As such, a less than significant impact would occur.

<u>Threshold 5: Less than Significant Impact</u>. The Project does not propose land uses or operational activities associated with emitting objectionable odors. Any odor emissions generated during Project construction would be short term, not objectionable, and not affect a substantial population. Therefore, impacts due to odors would be less than significant.

#### 4.1.7 MITIGATION MEASURES

Although Project-related particulate matter emissions ( $PM_{10}$  and  $PM_{2.5}$ ) would be less than significant, the following mitigation measures are recommended to further reduce the Project's less than significant impact.

- MM 4.1-1 Prior to grading permit issuance, the City shall verify that the following notes are specified on the grading plan to ensure implementation of SCAQMD Rule 403. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.
  - a) All clearing, grading, earth-moving, and excavation activities shall cease when winds exceed 25 miles per hour.
  - b) All unpaved roads and disturbed areas shall be watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
  - c) The contractor shall ensure that traffic speeds on unpaved roads and areas where soil is exposed are reduced to 15 miles per hour or less.
  - d) Public streets shall be swept at the end of each workday using a street sweeper meeting SCAQMD Rule 1186.1 if visible soil is carried onto paved public roads.
  - e) The cargo area of all vehicles hauling soil, sand, or other loose earth materials shall be covered.
- MM 4.1-2 Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage with Perris Boulevard, San Michelle Road, and Nandina Avenue stating the name and phone number of an authorized individual to be contacted to resolve dust complaints. Proof of sign posting in the form of photographs shall be placed on file with the City of Moreno Valley. These signs shall remain posted on the property until grading is complete. All legitimate dust complaints shall be resolved in 24 hours.

The following measure is recommended to reduce the Project's significant near-term construction-related impact associated with the emission of  $NO_X$  and  $NO_X$  contributions to the SCAB's non-attainment status for  $O_3$ . This measure also would further reduce the Project's less than significant impact associated with near-term diesel particulate matter emissions.

- MM 4.1-3 Prior to grading permit and building permit issuance, the City shall verify that the following notes are specified on all grading and building plans. Project contractors shall be required to comply with these notes and permit periodic inspection of the construction site by City of Moreno Valley staff to confirm compliance.
  - a) Mass grading shall be limited to no more than 4.0 acres per day.
  - b) During construction activity, diesel engines shall not idle in excess of five (5) minutes.
  - c) All equipment that is greater than or equal to 100 horsepower shall be CARB Tier 3 Certified or better.
  - d) Temporary traffic control for construction vehicles entering and exiting the site shall be implemented pursuant to the requirements of the California Manual on Uniform Traffic Control Devices.

The following measure is recommended to reduce the Project's significant near-term construction-related impact associated with the emission of VOCs and VOC contributions to the SCAB's non-attainment status for O<sub>3</sub>.

- MM 4.1-4 Prior to building permit issuance, the City shall verify that the following note is specified on all building plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.
  - a) All surface coatings shall consist of Zero-Volatile Organic Compound paints (no more than 150 gram/liter of VOC) and/or be applied with High Pressure Low Volume (HPLV) applications consistent with SCAQMD Rule 1113. Alternatively, building materials may be used that do not require painting or are delivered to the construction site pre-painted.

The following measures are recommended to reduce the Project's significant long-term operational-related impact associated with the emission of  $NO_X$  and  $NO_X$  contributions to the SCAB's non-attainment status for  $O_3$ . These measures also would further reduce the Project's less than significant impact associated with long-term diesel particulate matter emissions.

MM 4.1-5 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to occupancy permit issuance, the City shall conduct a site inspection to ensure that the signs are in place.

- MM 4.1-6 Prior to the issuance of building permits, the City shall verify that the parking lot striping and security gating plan allows for adequate truck stacking at gates to prevent queuing of trucks outside the property.
- MM 4.1-7 Prior to the issuance of occupancy permits, the Project's property owner shall provide documentation to the Planning Division verifying that provisions are included in the building's lease agreement that inform tenants about the availability of: 1) alternatively fueled cargo handling equipment; 2) grant programs for diesel fueled vehicle engine retrofit and/or replacement; 3) designated truck parking locations in the City of Moreno Valley; and 4) access to alternative fueling stations in the City of Moreno Valley that supply compressed natural gas (closest station is located on Indian Street, south of Nanina Avenue).

#### 4.1.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Thresholds 2 and 3: Significant Direct and Cumulative Impact (Long-Term). As shown in Table 4.1-13, *Emissions Summary of Construction Activities (With Mitigation)*, with incorporation of the mandatory and applicable Project Requirements listed in Subsection 4.1.5 and Mitigation Measures MM 4.1-3 and MM 4.1-4, the Project's near-term construction-related emissions of NO<sub>x</sub> and VOCs would be reduced to below the SCAQMD regional thresholds of significance. Accordingly, construction-related emissions would not violate any applicable air quality standard, would not substantially contribute to an existing regional air quality violation, and would not result in a cumulatively considerable contribution to the net increase of any criteria pollutants for which the region is non-attainment. Therefore, near-term construction-related air quality impacts would be reduced to a level below significant.

Table 4.1-13 Emissions Summary of Construction Activities (With Mitigation)

Year	VOC	NO <sub>x</sub>	СО	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	51.81	89.48	62.37	0.14	53.44	5.88
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

Note: Please refer to Appendix A of the Project's Air Quality Impact Analysis (Technical Appendix B to this EIR) for the CalEEMod<sup>TM</sup> output files and additional hand calculations for the estimated emissions.

Although implementation of mandatory and applicable Regulatory Requirements and Mitigation Measures MM 4.1-5 and MM 4.1-6 would reduce long-term operational emissions of NO<sub>x</sub>, Project-related operational emissions of NO<sub>x</sub> would remain above regional significance thresholds, primarily from mobile source emissions. No other mitigation measures are available that are feasible for the Project Applicant to implement and the City of Moreno Valley to enforce given the City's human and financial capacities. As such, it is concluded that the Project's long-term emissions of NO<sub>x</sub> would directly violate SCAQMD air quality standards. In addition, the Project's long-term emissions of NO<sub>x</sub> would cumulatively contribute to an existing air quality violation in the SCAB (i.e., O<sub>3</sub> concentrations), as well as cumulatively contribute to the net increase of a criteria pollutant for which the SCAB is non-attainment (i.e., federal and state O<sub>3</sub> concentrations). Accordingly, the Project's long-term emissions of NO<sub>x</sub> are concluded to result in a significant and unavoidable impact on both a direct and cumulative basis.



## 4.2 GREENHOUSE GAS EMISSIONS

This subsection assesses the Project's potential to generate GHG emissions that could contribute to GCC and its associated environmental effects. The analysis in this subsection is based in part on information contained in the report titled, "First Inland Logistics II GHG Analysis," prepared by Urban Crossroads, Inc. and dated November 14, 2012, and included as *Technical Appendix D* to this EIR (Urban Crossroads, 2012c).

#### 4.2.1 Existing Conditions

## A. Introduction to Global Climate Change

Global climate change (GCC) is defined as the change in average meteorological conditions on the Earth with respect to temperature, precipitation, and storms. GCC is a controversial environmental issue in the United States, and much debate exists within the scientific community about whether or not GCC is occurring naturally or as a result of human activity. Some data suggests that GCC has occurred over the course of thousands or millions of years. These historical changes to the Earth's climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gasses (GHGs) in the Earth's atmosphere, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years. (Urban Crossroads, 2012c, p. 6)

Man-made global warming, if it does exist, cannot be solved by the actions of California or the actions of the industrialized world alone due to the serious and undeniable projected increases in emissions in the developing world. Regardless, an individual project like the proposed Project evaluated in this EIR cannot generate enough GHG emissions to effect a discernible change in global climate. The proposed Project may participate in the potential for GCC by its incremental contribution of GHG emissions combined with all other sources of GHGs, which when taken together constitute potential influences on the global climate. (Urban Crossroads, 2012c, p. 6)

#### B. Greenhouse Gases

Emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are the focus of evaluation in this subsection because these gases are the primary contributors to GCC from development projects. Although other substances such as fluorinated gases also contribute to GCC, sources of fluorinated gases are not well defined and no accepted emissions factors or methodology exist to accurately calculate these gases. (Urban Crossroads, 2012c, p. 9)

GHGs have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. CO<sub>2</sub> is utilized as the reference gas for GWP, and thus has a GWP of 1. The atmospheric lifetime and GWP of selected GHGs are summarized in Table 4.2-1, Global Warming Potentials and Atmospheric Lifetime of Select GHGs. As shown in the table below, GWPs range from 1 for CO<sub>2</sub> to 23,900 for sulfur hexafluoride (SF<sub>6</sub>).



Table 4.2-1 Global Warming Potentials and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50-200	1
Methane	12 ± 3	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CH <sub>4</sub> )	50,000	6,500
PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )	10,000	9,200
Sulfur Hexafluoride (SF <sub>6</sub> )	3,200	23,900

Source: U.S. EPA 2006 (http://www.epa.gov/nonco2/econ-inv/table.html)

Provided below is a description of the various gases that contribute to GCC. For more information about these gasses and their associated human health effects, refer to *Technical Appendix D*, pages 10-13 and the reference sources cited therein.

• Water Vapor: Water vapor (H<sub>2</sub>0) is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown in the scientific community because there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up). There are no human health effects from water vapor itself; however, when some pollutants come in contact with water vapor, they can dissolve and the water vapor can then act as a pollutant-carrying agent.

• <u>Carbon Dioxide</u>: Carbon dioxide (CO<sub>2</sub>) is an odorless and colorless GHG that is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic



matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Manmade sources include: the burning of coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases  $CO_2$  emissions has increased dramatically in scale and distribution. As an example, prior to the industrial revolution,  $CO_2$  concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of  $CO_2$  in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of manmade sources. Exposure to  $CO_2$  in high concentrations can cause human health effects, but outdoor levels are not high enough to adversely affect human health.

- Methane: Methane (CH<sub>4</sub>) is an extremely effective absorber of radiation, though its atmospheric concentration is less than CO<sub>2</sub> and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs. Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning. No health effects are known to occur from exposure to methane.
- Nitrous Oxide: Nitrous oxide (N<sub>2</sub>O), also known as laughing gas, is a colorless GHG. Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage). Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant (i.e., in whipped cream bottles). It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. Nitrous oxide can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction.
- Chlorofluorocarbons: Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C<sub>2</sub>H<sub>6</sub>) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- <u>Hydrofluorocarbons</u>: Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF<sub>3</sub>), HFC-134a (CF<sub>3</sub>CH<sub>2</sub>F), and HFC-152a (CH<sub>3</sub>CHF<sub>2</sub>). Prior to 1990, the only substantial emissions were of HFC-23. HFC-134a emissions are increasing due to its use as



a refrigerant. The U.S. Environmental Protection Agency (EPA) estimates that concentrations of HFC-23 and HFC-134a are now about 10 parts per trillion (ppt) each; and that concentrations of HFC-152a are about 1 ppt. No health effects are known to result from exposure to HFCs, which are manmade for applications such as automobile air conditioners and refrigerants.

- <u>Perfluorocarbons</u>: The two primary sources of perfluorocarbons (PFCs) are aluminum production and semiconductor manufacture. PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF<sub>4</sub>) and hexafluoroethane (C<sub>2</sub>F<sub>6</sub>). The U.S. EPA estimates that concentrations of CF<sub>4</sub> in the atmosphere are over 70 ppt. No health effects are known to result from exposure to PFCs.
- <u>Sulfur Hexafluoride</u>: Sulfur hexafluoride (SF<sub>6</sub>) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The U.S. EPA indicates that concentrations in the 1990s were about 4 ppt. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

#### C. GHG Emissions Inventories

## □ Global

Worldwide anthropogenic (man-made) GHG emissions are tracked by the Intergovernmental Panel on Climate Chang (IPPC) for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Man-made GHG emissions data for Annex I nations are available through 2009. Man-made GHG emissions data for Non-Annex I nations are available through 2007. For the Year 2009 the sum of these emissions totaled approximately 40,084 million metric tons of CO<sub>2</sub> equivalent (MMTCO<sub>2</sub>e). Emissions from the top five countries and the European Union accounted for approximately 65 percent of the total global GHG emissions, according to the most recently available data (see Table 4.2-2, *Top GHG Producer Countries and the European Union*). The GHG emissions in more recent years may differ from the inventories presented in Table 4.2-2; however, the data is representative of currently available inventory data. (Urban Crossroads, 2012c, pp. 6-7)

#### ■ United States

As noted in Table 4.2-2, the United States, as a single country, was the number two producer of GHG emissions in 2009. The primary GHG emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 83% of total GHG emissions. Carbon dioxide from fossil fuel combustion, the largest source of US GHG emissions, accounted for approximately 78% of the GHG emissions. (Urban Crossroads, 2012c, p. 7)



Table 4.2-2 Top GHG Producer Countries and the European Union

Emitting Countries	GHG Emissions (MMT CO <sub>2</sub> e)	
China	6,703	
United States	6,608	
European Union (27 member countries)	8,338	
Russian Federation	2,159	
India	1,410	
Japan	1,209	
Total	26,427	

Source: (Urban Crossroads, 2012c, Table 2-1)

### ☐ State of California

CARB compiles GHG inventories for the State of California. Based upon the 2008 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2008 GHG emissions inventory, California emitted 474 MMTCO<sub>2</sub>e including emissions resulting from imported electrical power in 2008. Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 MMTCO<sub>2</sub>e excluding emissions related to imported power.

## D. Effects of Climate Change in California

The California Environmental Protection Agency (CalEPA) published a report titled "Scenarios of Climate Change in California: An Overview" (Climate Scenarios report) in February 2006 (California Climate Change Center 2006), that is generally instructive about the statewide impacts of global warming. The Climate Scenarios report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.5°F); medium warming range (5.5-8.0°F); and higher warming range (8.0-10.5°F). The Climate Scenarios report then presents an analysis of future climate in California under each warming range, that while uncertain, present a picture of the impacts of GCC trends in California. (Urban Crossroads, 2012c, p. 13)

In addition, most recently on August 5, 2009, the State's Natural Resources Agency released a public review draft of its "California Climate Adaptation Strategy" report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation changes. This report responds to the Governor's Executive Order S-13-2008 that called on state agencies to develop California's strategy to identify and prepare for expected climate impacts. (Urban Crossroads, 2012c, p. 14)

According to the reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts



depending on the actual future emissions of GHGs and associated warming. Figure 4.2-1, *Summary of Projected Global Warming Impact* (2070-2099), presents the potential impacts of global warming.

Summary of Projected Global Warming Impact, 2070-2099 (as compared with 1961-1990) 90% loss in Sierra snowpack 13°F 22-30 inches of sea level rise 3-4 times as many heat wave days in major urban centers 12 · 4-6 times as many heat-related deaths in major urban centers 2.5 times more critically dry years Higher 20% increase in energy demand Higher Emissions 70-80% loss in Sierra snowpack Scenario 14-22 inches of sea level rise · 2.5-4 times as many heat wave days in major urban centers · 2-6 times as many heat-related deaths in major urban centers Medium-Medium 75–85% increase in days conducive to ozone formation\* High Warming Range **Emissions**  2-2.5 times more critically dry years (5.5-8ºF) Scenario · 10% increase in electricity demand 30% decrease in forest yields (pine) 55% increase in the expected risk of large wildfires Emissions Scenario 30–60% loss in Sierra snowpack Warming Range 6–14 inches of sea level rise (3-5 50F) · 2-2.5 times as many heat wave days in major urban centers · 2-3 times as many heat-related deaths in major urban centers 25–35% increase in days conducive to ozone formation\* . Up to 1.5 times more critically dry years · 3-6 % increase in electricity demand · 7-14% decrease in forest yields (pine) · 10-35% increase in the risk of large wildfires \* For high ozone locations in Los Angeles (Riverside) and the San Joaquin Valley (Visalia)

Figure 4.2-1 Summary of Projected Global Warming Impact (2070-2099)

Source: (Urban Crossroads, 2012c, Figure 1)

Under the emissions scenarios of the Climate Scenarios and California Climate Adaption Strategy reports, the impacts of global warming in California have the potential to include, but are not limited to, the following areas. For more information, refer to *Technical Appendix D*, pages 13-17 and the reference sources cited therein.

## □ Public Health

The potential health effects related directly to the emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O as they relate to development projects such as the proposed Project are still being debated in the scientific community. Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in droughts and food shortages in some areas. (Urban Crossroads, 2012c, p. 17)



#### □ Air Quality/General Thermal Effects

According to CalEPA, higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25% to 35% under the lower warming range to 75% to 85% under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become difficult to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become more frequent if GHG emissions are not substantially reduced. (Urban Crossroads, 2012c, p. 14)

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. (Urban Crossroads, 2012c, p. 14)

### □ Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages. Additionally, if temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70% to 90%. The loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply. (Urban Crossroads, 2012c, p. 15)

### □ Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. California farmers could possibly lose as much as 25% of the water supply they need. Although higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone (O<sub>3</sub>) pollution, which makes plants more susceptible to disease and pests and interferes with plant growth. Faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. In addition, continued GCC could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Continued



GCC could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates. (Urban Crossroads, 2012c, pp. 15-16)

## □ Forests and Landscapes

Climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. However, because wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks would not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90 percent due to decreased precipitation. Moreover, continued GCC has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60% to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of GCC. (Urban Crossroads, 2012c, p. 16)

## □ Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches. (Urban Crossroads, 2012c, pp. 16-17)

## E. Regulatory Setting

Below is an account of the regulatory programs, policies, laws, and regulations that are applicable to GHG emissions and GCC in California. For more information, refer to *Technical Appendix D*, pages 19-30 and the reference sources cited therein.

## ☐ International Regulation and the Kyoto Protocol

In 1988, the United Nations created the IPCC to provide scientific information regarding climate change to policymakers. The IPCC does not conduct research itself, but rather compiles information from a variety of sources into reports regarding climate change and its impacts. The IPCC has thereafter periodically released reports on climate change, and in 2007 released its Fourth Assessment Report ("AR4"), which concluded that "[w]arming of the climate system is unequivocal," and that "[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic GHG concentrations." However, since 2007, AR4 has been the subject of a variety of reports and studies which have discredited its findings. Flaws have been identified and show that the IPCC was careless in the ways in which it compiled the report and the methods in which it continues to promote the theory of manmade or anthropogenic climate change. As a result, the report lacks scientific reliability and does not provide credible evidence to support the theory that GCC is occurring a result of human activity. Also, a scientific consensus does not exist on whether the Earth is even warming, in part due to defective data collection methods and recent reports of stabilization or cooling. Although most scientists and researchers acknowledge that there may have been some warming in the past 100



years, this does not confirm the anthropogenic theory promoted by the IPCC. Rather, there are other theories that may better explain what the Earth is experiencing, such as solar activity.

Regardless, in 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHGs in the United States. The Plan currently consists of more than 50 voluntary programs for member nations to adopt.

The Kyoto protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Kyoto protocol are met, global GHG emissions could be reduced an estimated five (5) percent from 1990 levels during the first commitment period of 2008-2012. Notably, while 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. Since the United States declined to ratify the Kyoto Protocol, it has become increasingly clear that global climate change, if it exists and is anthropogenic, cannot be addressed without limiting greenhouse gas emissions from developing, as well as developed countries. According to many sources, China has already surpassed the United States as the world's largest GHG emitter.

## ☐ Federal Regulation and the Clean Air Act

Coinciding with a 2009 meeting in Copenhagen, on December 7, 2009, the U.S. EPA issued an Endangerment Finding under Section 202(a) of the Clean Air Act, opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the Clean Air Act. To date, the U.S. EPA has not promulgated regulations on GHG emissions, but it has already begun to develop them.

Previously the EPA had not regulated GHGs under the Clean Air Act because it asserted that the Act did not authorize it to issue mandatory regulations to address GCC and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 (2007)), however, the U.S. Supreme Court held that GHGs are pollutants under the Clean Air Act and directed the U.S. EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The U.S. EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress.

## ☐ <u>Title 24 Standards</u>

Although GCC did not become an international concern until the 1980s, efforts to reduce energy consumption began in California in response to the oil crisis in the 1970s, resulting in the incidental reduction of GHG emissions. In order to manage the state's energy needs and promote energy efficiency, Assembly Bill (AB) 1575 created the California Energy Commission (CEC) in 1975.



The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions were adopted in 2008 and became effective on January 1, 2010.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

## ☐ California Assembly Bill No. 1493 (AB 1493)

AB 1493 required the California Air Resources Board (CARB) to develop and adopt GHG emission standards for automobiles. The Legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment in California. Further, the legislature stated that technological solutions to reduce GHG emissions would stimulate the California economy and provide jobs.

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards in 2004. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961) and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016.

In December 2004 a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against CARB to prevent enforcement of CCR 13 1900 and CCR 13 1961 as amended by AB 1493 and CCR 13 1961.1 (Central Valley Chrysler-Jeep et al. v. Catherine E. Witherspoon, in her official capacity as Executive Director of the California Air Resources Board, et al.). The suit, heard in the U.S. District Court for the Eastern District of California, contended that California's implementation of regulations that in effect regulate vehicle fuel economy violates various federal laws, regulations, and policies. In January 2007, the judge hearing the case accepted a request from the State Attorney General's office that the trial be postponed until a decision is reached by the U.S. Supreme Court on a separate case addressing GHGs. In the Supreme Court Case, Massachusetts vs. EPA, the primary issue in question is whether



the federal CAA provides authority for U.S. EPA to regulate CO<sub>2</sub> emissions. In April 2007, the U.S. Supreme Court ruled in Massachusetts' favor, holding that GHGs are air pollutants under the CAA. On December 11, 2007, the judge in the Central Valley Chrysler-Jeep case rejected each plaintiff's arguments and ruled in California's favor. On December 19, 2007, the U.S. EPA denied California's waiver request. California filed a petition with the Ninth Circuit Court of Appeals challenging USEPA's denial on January 2, 2008.

President Obama's administration subsequently directed the U.S. EPA to re-examine their decision. On May 19, 2009, challenging parties, automakers, the State of California, and the federal government reached an agreement on a series of actions that would resolve these current and potential future disputes over the standards through model year 2016. In summary, the U.S. EPA and the U.S. Department of Transportation agreed to adopt a federal program to reduce GHGs and improve fuel economy, respectively, from passenger vehicles in order to achieve equivalent or greater GHG benefits as the AB 1493 regulations for the 2012-2016 model years. Manufacturers agreed to ultimately drop current and forego similar future legal challenges, including challenging a waiver grant, which occurred on June 30, 2009. The State of California committed to (1) revise its standards to allow manufacturers to demonstrate compliance with the fleet-average GHG emission standard by "pooling" California and specified State vehicle sales; (2) revise its standards for 2012-2016 model year vehicles so that compliance with U.S. EPA-adopted GHG standards would also comply with California's standards; and (3) revise its standards, as necessary, to allow manufacturers to use emissions data from the federal Corporate Average Fuel Economy (CAFE) program to demonstrate compliance with the AB 1493 regulations. Both of these programs are aimed at lightduty auto and light-duty trucks.

## □ Executive Order S-3-05

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total GHG emission targets. Specifically, emissions are to be reduced to the 1990 level by 2020, and to 80% below the 1990 level by 2050. The Executive Order directed the Secretary of CalEPA to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary also is required to submit biannual reports to the Governor and state Legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Action Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

## ☐ California Assembly Bill 32 (AB 32)

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary



sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 million metric tons (MMTs) (emission sources by sector were: transportation – 35%; electricity generation – 26%; industrial – 24%; residential – 7%; agriculture – 5%; and commercial – 3%). Accordingly, 427 MMTs of CO<sub>2</sub> equivalent was established as the emissions limit for 2020. For comparison, CARB's estimate for baseline GHG emissions was 473 MMT for 2000 and 532 MMT for 2010. "Business as usual" conditions (without the 30% reduction to be implemented by CARB regulations) for 2020 were projected to be 596 MMTs.

On December 11, 2008, CARB adopted a scoping plan to reduce GHG emissions to 1990 levels. Table 4.2-3, *Scoping Plan GHG Reduction Measures Toward 2020 Target*, shows the proposed reductions from regulations and programs outlined in the Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, local land use changes are estimated to result in a reduction of 5 MMTs of CO<sub>2</sub>e, which is approximately 3% of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments will play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15% of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2% through land use planning, resulting in a potential GHG reduction of 2 MMTs of CO<sub>2</sub>e (or approximately 1.2 percent of the GHG reduction target).

## ☐ California Senate Bill No. 1368 (SB 1368)

In 2006, the State Legislature adopted Senate Bill 1368 (SB 1368), which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission (CPUC) to adopt a GHG emission performance standard (EPS) for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Due to the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to



Table 4.2-3 Scoping Plan GHG Reduction Measures Toward 2020 Target

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO₂e	Percentage of Statewide 2020 Target
Cap and Trade Program and Associated Measures	700 1111117 0022	rarget
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets1	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		-1,0
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and		
trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures - Not Counted toward 2020 Ta	arget	
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined2	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA
Source: CARB. 2008, MMTons CO2e: million metric tons of CO2e 1 Reduct achieved from local land use changes. It is not the SB 375 regional target. Supplement to the Scoping Plan, local government actions and targets are approximately 2 percent through land use planning, resulting in a potential (or approximately 1.2 percent of the GHG reduction target). However, these Plan reductions to achieve the 2020 Target	2 According to the Measure D anticipated to reduce vehicle GHG reduction of 2 million me	ocumentation miles by etric tons of CO <sub>2</sub> e

dramatically lower GHG emissions associated with California energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out of state producers that cannot satisfy the EPS standard required by SB 1368.

## □ <u>Senate Bill 97 (SB 97)</u>

Pursuant to the direction of SB 97, the California Office of Planning and Research (OPR) released preliminary draft CEQA Guideline amendments for GHG emissions on January 8, 2009, and submitted its final proposed guidelines to the Secretary for Natural Resources on April 13, 2009. The Natural Resources Agency adopted the Guideline amendments and they became effective on March 18, 2010.

The adopted CEQA Guidelines specify that a lead agency shall have discretion to determine whether to use a quantitative model or methodology, or in the alternative, rely on a qualitative analysis or



performance based standards. CEQA Guideline §15064.4(a) specifically states that "a lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use...; or (2) rely on a qualitative analysis or performance based standards."

CEQA emphasizes that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impacts (see CEQA Guidelines §15130[f]). CEQA Guidelines §15064.4(b) provides direction for lead agencies for assessing the significance of impacts of GHG emissions. The CEQA Guidelines do not identify a threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of GHG emissions resulting from a project." The Guidelines encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence.

## □ Executive Order S-01-07

On January 18, 2007 California Governor Arnold Schwarzenegger, through Executive Order S-01-07, mandated a statewide goal to reduce the carbon intensity of California's transportation fuel by at least ten percent by 2020. The order also requires that a California-specific Low Carbon Fuel Standard (LCFS) be established for transportation fuels.

### □ Senate Bills 1078 and 107 and Executive Order S-14-08

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20% of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008 Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33% renewable power by 2020.

## □ Senate Bill 375 (SB 375)

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight (8) years but can be updated every four (4) years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB also is charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects are not be eligible to received programmed funding.

## CARB's Preliminary Draft Staff Proposal for Interim Significance Thresholds

Separate from its Scoping Plan approved in December of 2008, CARB issued a Staff Proposal in October 2008, as its first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. CARB staff's



objective in this proposal is to develop a threshold of significance that will result in the vast majority (approximately 90% statewide) of GHG emissions from new industrial projects being subject to CEQA's requirement to impose feasible mitigation. The proposal does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that, collectively, are responsible for substantial GHG emissions – specifically, industrial, residential, and commercial projects. CARB is developing these thresholds in these sectors to advance climate objectives, streamline project review, and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state. These draft thresholds are under revision in response to comments. There is currently no timetable for finalized thresholds at this time.

As currently proposed by CARB, the threshold consists of a quantitative threshold of 7,000 metric tons (MT) of CO<sub>2</sub>e per year for operational emissions (excluding transportation), and performance standards for construction and transportation emissions. These performance standards have not yet been adopted and do not apply to projects in which CARB is not the lead agency. Further, CARB's proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants, or uses that utilize combustion engines. The proposed Project evaluated in this EIR does not propose or require these types of uses.

## South Coast Air Quality Management District Recommendations for Significance Thresholds

In April 2008, the South Coast Air Quality Management District (SCAQMD), in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group." The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential; non-residential; industrial; etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects where it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) as a screening numerical threshold for stationary sources.

In September 2010, the Working Group released additional revisions that recommended a threshold of 3,500 MTCO<sub>2</sub>e for residential projects, 1,400 MTCO<sub>2</sub>e for commercial projects, and 3,000 MTCO<sub>2</sub>e for mixed use projects. Additionally the working group identified project-level efficiency target of 4.8 MTCO<sub>2</sub>e per service population as a 2020 target and 3.0 MTCO<sub>2</sub>e per service population as a 2035 target. The recommended area-wide or plan-level target for 2020 was 6.6 MTCO<sub>2</sub>e and the plan-level target for 2035 was 4.1 MTCO<sub>2</sub>e. The SCAQMD has not established a timeline for formal consideration of these thresholds.

The SCAQMD also adopted Rules 2700, 2701, and 2702 that address GHG reductions. However, these rules address boilers and process heaters, forestry, and manure management projects, none of which are proposed or required by the proposed Project.



## ☐ City of Moreno Valley

On October 9, 2012, the Moreno Valley City Council approved an Energy Efficiency and Climate Action Strategy and related Greenhouse Gas Analysis. The Energy Efficiency and Climate Action Strategy document identifies potential programs and policies to reduce overall City energy consumption and increase the use of renewable energy. The majority of the policies are directed at municipal operations of the City, but the document also contains recommended policies for the community at large (including private development projects). These recommended policies include but are not limited to: energy efficiency, water use reduction, trip reduction, solid waste diversion, and educational policies.

The proposed Project is required to comply with several Project Requirements as outlined in Subsection 4.2.5, below. As such, the Project would not impede or conflict with implementation of the City's Energy Efficiency and Climate Action Strategy and would have a less than significant impact.

#### 4.2.2 BASIS FOR DETERMINING SIGNIFICANCE

In order to assess the significance of a proposed Project's environmental impacts it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. As discussed above in Subsection 4.2.1, while Project-related GHG emissions can be estimated, the direct impacts of such emissions on GCC cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the proposed Project would directly or indirectly affect global climate.

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global warming; rather, Project-related impacts to GCC only could be potentially significant on a cumulative basis. Therefore, the analysis below focuses on the Project's potential to contribute to GCC in a cumulatively considerable way.

The CEQA Guidelines indicate that a project would result in a significant impact on climate change if a project were to:

- 1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- 2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

AB 32 is the primary plan, policy or regulation adopted in the State of California to reduce GHG emissions; thus, the proposed Project would have a significant cumulative impact associated with GHG emissions if it does not comply with the regulations developed under AB 32. For purposes of analysis within this subsection, the significance of the proposed Project's GHG emissions impacts is based upon whether or not the Project can demonstrate compliance with the CARB Scoping Plan prepared in response to California Assembly Bill 32 (AB 32) and the State of California's Climate



Action Team Report (2006), prepared in response to the California Governor's Executive Order S-3-05. This approach is consistent with past practice in the City of Moreno Valley.

#### 4.2.3 IMPACT ANALYSIS

## A. Methodology for Estimating Project-Related GHG Emissions

CEQA Guidelines §15064.4(b)(1) states that a lead agency may use a model or methodology to quantify GHG emissions associated with a project. On February 3, 2011, the SCAQMD released the California Emissions Estimator Model (CalEEMod<sup>TM</sup>). The purpose of this model is to estimate air quality and GHG emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. As such, the February 2011 CalEEMod<sup>TM</sup> was used for estimating Project-related emissions. The CalEEMod<sup>TM</sup> model includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water. (Urban Crossroads, 2012c, p. 33)

A full life-cycle analysis (LCA) is not included in the Project's GHG Analysis (*Technical Appendix D*) due to the lack of consensus guidance on LCA methodology. Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the project development and infrastructure) depends on emission factors or econometric factors that are not well established for all processes. At this time a LCA, would be extremely speculative and thus was not prepared. (Urban Crossroads, 2012c, p. 33)

## B. Methodology for Estimating Project-Related Construction Emissions

Construction activities associated with the proposed Project would result in emissions of CO<sub>2</sub> and CH<sub>4</sub> from the following construction activities:

- Demolition
- Site Preparation
- Grading
- Paving

- Building Construction
- Architectural Coatings (Painting)
- Construction Workers Commuting

Based on information about the Project's anticipated construction characteristics and schedule as supplied by the Project Engineer and Project Applicant (Cochran, 2012a), the approximate construction scheduling for each phase of construction was input into the CalEEMod<sup>TM</sup> model and defaults for all other assumptions were utilized. A summary of the assumptions used in the construction modeling is provided below.

The Project site is currently occupied with an 8.4-acre truck parking yard. This parking area and associated surface improvements would be demolished to construct the proposed Project. The Project Applicant plans to demolish the asphaltic and concrete surfaces, which would be pulverized and stockpiled onsite for subsequent use in Project construction activities. The Project Applicant estimates that demolition activities would occur over a period of two (2) weeks but the air quality analysis conservatively assumes that demolition activates would occur over three (3) working weeks.

The duration of construction activity and associated equipment was estimated based on construction of similar projects in the City of Moreno Valley, CalEEMod<sup>TM</sup> model defaults, and information



provided by the Project Applicant. Refer to specific detailed modeling inputs/outputs contained in Appendix "A" of *Technical Appendix D* to this EIR. A detailed summary of construction equipment assumptions by phase is provided in Table 4.1-5 of Subsection 4.1, Air Quality.

In accordance with SCAQMD recommendations, the Project's construction phase GHG emissions were quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by the Project life (i.e., 30 years) then adding that number to the annual operational phase GHG emissions. Accordingly, within this analysis construction-source emissions were amortized over a 30 year period and added to the annual operational phase GHG emissions. (Urban Crossroads, 2012c, p. 34)

For purposes of modeling the Project's GHG emissions, demolition is expected to occur within the month of January 2013; Site Preparation is expected to occur from January 2013 through February 2013; Grading activities are expected to occur within the month of February 2013; Building Construction is expected to occur from February 2013 through October 2013; Paving is expected to occur from October 2013 through November 2013; and Architecture Coatings are expected to occur from November 2013 through December 2013. This construction schedule represents a "worst-case" analysis scenario; should construction occur any time after these respective dates, construction-related emissions would decrease because emission factors for construction equipment decrease as the analysis year increases due to increasingly stringent regulatory requirements. (Urban Crossroads, 2012c, p. 34)

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction and earth materials delivered to the Project site), were estimated based on information from the Project Applicant and the CalEEMod<sup>TM</sup> defaults. (Urban Crossroads, 2012c, p. 34)

## C. Methodology for Estimating Project-Related Operational Emissions

Operational activities associated with the proposed Project would result in emissions of  $CO_2$ ,  $CH_4$ , and  $N_2O$  from the following primary sources, which are discussed below:

- Building Energy Use (Combustion Emissions Associated with Natural Gas and Electricity)
- Water Supply, Treatment and Distribution
- Solid Waste
- Vehicles

#### Building Energy Use

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the off-site generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod<sup>TM</sup> default parameters were used. (Urban Crossroads, 2012c, pp. 35-36)



#### Water Supply, Treatment and Distribution

Indirect GHG emissions result from the off-site production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. The Project's water demand was estimated based on data available from the Eastern Municipal Water District (EMWD) for similar developments projects. The Project is estimated to result in a demand for approximately 12,110 gallons of potable water per day (or approximately 13.6 acre-feet per year). (Urban Crossroads, 2012c, p. 36)

#### Solid Waste

The Project would result in the generation and disposal of solid waste. A large percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. Using solid waste generation rates for light industrial/warehouse uses reported by CalRecycle24, GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by the CalEEMod<sup>TM</sup>. (Urban Crossroads, 2012c, p. 36)

#### Vehicles

GHG emissions also would result from mobile sources associated with the Project. These mobile source GHG emissions are generated by typical daily operation of motor vehicles by visitors, employees, and customers. For detailed information about the assumptions and methodology used to estimate GHG emission, refer to *Technical Appendix D*, pp. 6-41, and the reference sources cited therein.

Trip characteristics from the Project's Traffic Impact Analysis (*Technical Appendix E* to this EIR) were used to estimate Project-related operational vehicular emissions. The same methodology was applied as described in EIR Subsection 4.1, Air Quality. In summary, the actual number of passenger cars (including light trucks) and heavy trucks are used in the analysis instead of PCEs as used in the traffic report. The vehicle fleet mix, in terms of actual vehicles, was derived from the traffic study with the total traffic generation in vehicles calculated at 576 per day. The operational emissions evaluation is based on a conservative analysis year of 2013 (Project buildout). This analysis year was selected as it is the most conservative from an emissions generating standpoint because GHG emissions from vehicles would decrease as the analysis year increases due to implementation of regulatory requirements and vehicle fleet turnover contained in the EMFAC model. (Urban Crossroads, 2012c, p. 39)

As discussed in EIR Subsection 4.1, Air Quality, air emissions (including GHG emissions) calculated for the proposed Project and disclosed in this EIR is likely overstated because no credit for, or reduction in, emissions is assumed based on diversion of existing trips. (Urban Crossroads, 2012c, p. 39). For passenger car trips, a one-way trip length of 17 miles was assumed as contained in the SCAQMD CEQA Handbook (SCAQMD 1993) for Riverside County for the year 2010 (this trip length was used in lieu of the CalEEMod<sup>TM</sup> model defaults because it is more conservative). For heavy duty trucks, an average trip length of 61 miles is used. The resulting weighted average trip length of 40.76 miles was entered into the CalEEMod<sup>TM</sup> model calculations. (Urban Crossroads,



2012c, p. 41). For more information, tables calculating percentage of trips by vehicle class are shown in *Technical Appendix D*.

Threshold 1: Would the proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold 2: Would the proposed Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

A summary of the proposed Project's projected annual operational GHG emissions, including the amortized construction

Table 4.2-4, *Total Annual Project GHG Emissions*. The operational GHG emissions for the Project, including the amortized construction emissions, are

Table 4.2-4 Total Annual Project GHG Emissions

_	Emissions (metric tons per year)				
Emission Source	CO <sub>2</sub>	CH <sub>4</sub> (CO <sub>2</sub> E)	$N_2O(CO_2E)$	Total CO₂E	
Annual construction-related emissions amortized over 30 years	24.96	0.002	-	25.00	
Energy	397.18	0.02	0.01	399.66	
Mobile Sources	8,216.61	0.20	-	8,220.79	
Waste	877.21	51.84	-	1,965.87	
Water Usage	16.79	0.14		20.77	
Total CO₂E (All Sources)		10,0	632.09		

 $Source: Cal EE Mod^{TM} \ model \ output, \ See \ Appendix \ "A" \ of \ EIR \ \textit{Technical Appendix D} \ for \ detailed \ model \ outputs.$ 

Note: Totals obtained from CalEEMod<sup>TM</sup> and may not total 100% due to rounding.

estimated to be 10,632.09 MT per year. (Urban Crossroads, 2012c, p. 42)

As indicated in §15064(b) of the State CEQA Guidelines, the determination of significance of GHGs is not "ironclad;" rather, the "determination of whether a project may have a significant effect on the environment calls for a "careful judgment" by the lead agency (City of Moreno Valley) "based on the extent possible on scientific and factual data." The City of Moreno Valley has not adopted a numeric threshold of significance for emissions of GHGs.

As previously noted, CARB does not have an adopted numerical threshold of significance for projects like the proposed Project. Further, CARB's current proposal sets forth draft thresholds for industrial projects that have high operational stationary GHG emissions, such as manufacturing plants or uses that utilize combustion engines, and does not address mobile source emissions. Similarly, the SCAQMD thresholds are currently in draft form and are not adopted. Nevertheless, comparison of the GHG emissions from the Project's area sources (construction, energy, waste, and water usage) indicates that the Project's emissions from such sources would be well below the proposed CARB and SCAQMD thresholds for stationary sources. With regard to GHG emissions from mobile sources, as discussed above, the estimation of the Project's impact on mobile source GHG emissions is highly speculative, because the methodology to quantify mobile source GHG emissions assumes that all of the vehicle trips to and from the Project site would be new, rather than redistributed vehicle trips from other areas. No methods or models exist to estimate the Project's net



contribution to regional or global vehicle miles traveled. Because the estimation of the Project's contribution to mobile source GHG emissions is highly speculative, and based on the absence of applicable thresholds for mobile source GHG emissions, use of a quantitative threshold of significance is not meaningful. Accordingly, a qualitative analysis is used to determine significance, based on consistency with regional and state GHG plans.

As previously indicated and consistent with past practice in the City of Moreno Valley, the significance of the Project's GCC impacts is based upon whether or not the Project can demonstrate compliance with the CARB Scoping Plan and the State of California's Climate Action Team Report (2006). The analysis below sets out the factual basis for the City's determination regarding the effect of Project-related GHGs. The analysis is specific to this Project, and may not necessarily apply to other projects within the City of Moreno Valley.

## Consistency with the CARB Scoping Plan

AB 32 requires California to reduce its GHG emissions by approximately 29% below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the 29% reduction below business as usual required by AB 32.

The proposed Project would generate GHG emissions from a variety of sources which would all emit CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O. GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the proposed Project.

Table 4.2-5, Recommended Actions for Climate Change Proposed Scoping Plan, presents the 39 Recommended Actions (qualitative measures) identified to date by CARB in its Climate Change Proposed Scoping Plan. Of the 39 measures identified, those that would be considered to be applicable to the Project would primarily be those actions related to transportation, electricity and natural gas use, green building design and industrial uses. Table 4.2-5 identifies which CARB Recommended Actions apply to the Project, and of those, whether the Project is consistent therewith.

Consistency of the Project with the Scoping Plan measures is discussed below by each source-type. It also should be noted that certain measures and enforcement actions listed below are beyond the control of the Project Applicant and the City of Moreno Valley. Notwithstanding, implementation and enforcement of these measures by the State or other responsible entity will act to reduce areawide GHG emissions.

## Transportation

CARB's Scoping Plan identifies nine transportation-related recommended actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed Project. Implementation of the Pavley



Table 4.2-5 Recommended Actions for Climate Change Proposed Scoping Plan

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Pavley I and II - Light-Duty Vehicle GHG Standards	NO	NO
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	NO	NO
T-3	Transportation	Regional Transportation-Related GHG Targets	NO	NO
T-4	Transportation	Vehicle Efficiency Measures	NO	NO
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	NO	NO
T-6	Transportation	Goods-movement Efficiency Measures	NO	NO
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	NO	NO
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	NO	NO
T-9	Transportation	High Speed Rail	NO	NO
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency programs More stringent Building and Appliance Standards	YES	NO
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	NO	NO
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	NO	NO
E-4	Electricity and Natural Gas	Million Solar Roofs	YES	NO
CR-1	Electricity and Natural Gas	Energy Efficiency	YES	NO
CR-2	Electricity and Natural Gas	Solar Water Heating	NO	NO
GB-1	Green Buildings	Green Buildings	YES	NO
VV-1	Water	Water Use Efficiency	YES	NO
W-2	Water	Water Recycling	NO	NO
W-3	Water	Water System Energy Efficiency	YES	NO
W-4	Water	Reuse Urban Runoff	NO	NO
W-5	Water	Increase Renewable Energy Production	NO	NO
W-6	Water	Public Goods Charge (Water)	NO	NO
F1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	YES	NO
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	NO	NO
1-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	NO	NO
1-4	Industry	Refinery Flare Recovery Process Improvements	NO	NO
l-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	NO	NO
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	NO	NO
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	NO	NO
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	NO	NO
F-1	Forestry	Sustainable Forest Target	NO	NO
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	NO	NO
H-2	High Global Warming Potential Gases	SF <sub>6</sub> Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	NO	NO
H-3	High Global Warming Potential Gases	Reduction in Perflourocarbons in Semiconductor Manufacturing (Discrete Early Action)	NO	NO
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	NO	NO
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	NO	NO
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	NO	NO
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	NO	NO
A-1	Agriculture	Methane Capture at Large Dairies	NO	NO

Source: (Urban Crossroads, 2012c, Table 3-5)



standards is dependent on implementation by the State on vehicle fuel economy standards. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning the Pavley standards.

Action T-2 concerns implementation of a low carbon fuel standard. To reduce the carbon intensity of transportation fuels, CARB is developing a Low Carbon Fuel Standard (LCFS), which would reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020 as called for by Governor Schwarzenegger in Executive Order S-01-07. LCFS will incorporate compliance mechanisms that provide flexibility to fuel providers in how they meet the requirements to reduce GHG emissions. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning the use of low carbon fuels.

Action T-3 addressees regional transportation targets for reducing GHG emissions. SB 375 requires CARB to develop, in consultation with MPOs, passenger vehicle GHG emissions reduction targets for 2020 and 2035. It sets forth a collaborative process to establish these targets, including the appointment by CARB of a Regional Targets Advisory Committee to recommend factors to be considered and methodologies for setting GHG emissions reduction targets. SB 375 also provides incentives – relief from certain California Environmental Quality Act (CEQA) requirements for development projects that are consistent with regional plans that achieve the targets. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with measures concerning SB 375.

Action T-4 is concerned with vehicle efficiency measures. The California Integrated Waste Management Board (CIWMB) with various partners continues to conduct a public awareness campaign to promote sustainable tire practices. CARB is pursuing a regulation to ensure that tires are properly inflated when vehicles are serviced. In addition, CEC in consultation with CIWMB is developing an efficient tire program focusing first on data gathering and outreach, then on potential adoption of minimum fuel-efficient tire standards, and lastly on the development of consumer information requirements for replacing tires. CARB is also pursuing ways to reduce engine load via lower friction oil and reducing the need for air conditioner use. CARB is actively engaged in the regulatory development process for the tire inflation component of this measure. Implementation of such a standard is not within the purview of this Project. Therefore, the proposed Project would not conflict with applicable measures.

Action T-5 addresses electrification of ships at ports and is not applicable to the proposed Project.

Action T-6 also primarily addresses port operations and is not applicable to the proposed Project.

Action T-7 requires existing trucks/trailers to be retrofitted with the best available technology and/or CARB-approved technology. Implementation of such a standard is not within the purview of the proposed Project because various trucks fleets from numerous commercial entities may access the site and cannot be feasibly monitored or controlled by the Project Applicant, City of Moreno Valley, or future Project tenant. Therefore, this measure is not applicable to the proposed Project.

Action T-8 focuses on hybridization of medium- and heavy-duty vehicles. The implementation approach to Action T-8 is to adopt a regulation and/or incentive program that reduces GHG



emissions by encouraging hybrid technology as applied to vocational applications that have significant urban, stop-and-go driving, idling, and power take-off operations in their duty cycle. Such applications include parcel delivery trucks and vans. Implementation of such a standard is not within the purview of the proposed Project since various trucks fleets from numerous commercial entities may access the site. Therefore, the proposed Project would not conflict with this measure.

Action T-9 concerns implementation of a high speed rail system. This measure is not applicable to the Project.

## Electricity and Natural Gas

Action E-1 and CR-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The Project will comply with or surpass mandatory Title 24 Energy Efficiency Standards in effect at the time of Project construction. Therefore, the proposed Project would not conflict with this measure.

Action E-2 encourages an increase in the use of combined heat and power (CHP) use, or cogeneration, facilities. California has supported CHP for many years, but market and other barriers continue to keep CHP from reaching its full market potential. Increasing the deployment of efficient CHP will require a multi-pronged approach that includes addressing significant barriers and instituting incentives or mandates where appropriate. Implementation of such a standard is not within the purview of the proposed Project; therefore, the proposed Project would not conflict with this measure.

Action E-3 concerns Renewable Portfolio Standards for utilities and does not apply to development projects.

Action E-4 strives to promote solar generated electricity. Because the proposed building would be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to the architectural design, the proposed Project would not conflict with the recommended measure.

Action CR-2 strives to promote solar water heaters (SWH). The ARB recommends that California pursue approaches with the goal of developing a viable SWH industry for 2020 and beyond. Implementation of such a standard is not within the purview of the Project; therefore, the proposed Project would not conflict with this measure.

#### Water Use

Implementation of all but two of the Recommended Actions related to water use are not within the purview of the proposed Project. The two measures that apply are measures W-1 (Water Use Efficiency) and W-3 (Water System Energy Efficiency). However, because the proposed Project would not exceed the audit threshold of 25,000 MT CO<sub>2</sub> from on-site combustion and related activities, the proposed Project is consistent with and would not obstruct the recommended actions.



#### Industrial Use

All but one of the Recommended Actions related to industrial use are specific to oil and gas extraction, refining and transmission and are not applicable to the proposed Project. The one other Action I-1 targets large emitters of GHGs (in excess of 0.5 million metric tons (MMT)/year of CO<sub>2</sub>e (equivalent)) for auditing. Because the proposed Project would not exceed the audit threshold, the proposed Project is consistent with and would not obstruct the recommended actions.

## Consistency with GHG Emission Reduction Strategies Set Forth in the 2006 Climate Action Team (CAT) Report

Table 4.2-6, *Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies*, sets forth the emission reduction strategies set forth in the 2006 CAT Report along with an explanation as to how the Project is consistent therewith. Table 4.2-6 also notes whether the strategy is applicable to the Project.

As indicated in Table 4.2-6, the proposed Project would be consistent with or would not conflict with any of the identified CAT strategies. Although implementation of the CAT strategies would reduce GHG emissions to the extent possible, it is not possible to specifically quantify the reduction in GHG that will result from implementation of CAT strategies and programs. However, a project that is consistent with CAT strategies is consistent with the strategies suggested to reduce California's emissions to the levels proposed by Executive Order S-3-05 and AB 32, and therefore would result in a less than significant impact on GCC.

### □ Conclusion

As indicated previously in EIR Subsection 4.2.2, in the absence of an adopted quantitative threshold of significance, and for purposes of analysis within this Subsection, the applicable threshold of significance is whether or not the Project would be consistent with the CARB Scoping Plan and the 2006 CAT Report.

As indicated in the above discussion and analysis, the proposed Project would be consistent with, or otherwise not in conflict with, the CARB Scoping Plan recommended measures and actions and the GHG emission reduction strategies set forth in the 2006 CAT Report. Because the proposed Project would be consistent with both the CARB Scoping Plan and the 2006 CAT Report, Project-related GHG emissions would not be substantial and would not directly or indirectly result in a significant impact on the environment. This conclusion reflects a conservative analysis of Project-related impacts as the analysis presented previously in this subsection does not credit the Project for a reduction of GHG emissions that would result from implementation of Project design features or the mitigation measures specified in EIR Section 4.1, *Air Quality* (which also would serve to reduce Project-related GHG emissions). Therefore, the proposed Project would not result in a significant impact to the environment as a result of Project-related GHG emissions.

In addition, there are currently no plans, policies, or regulations that are applicable to the proposed Project and that have been adopted for the purpose of reducing the emissions of GHGs. Although there are no applicable plans, policies, or regulations that are applicable to the proposed Project, the



Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies

Strategy	Remarks
California Air Resource Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.  Other Light Duty Vehicle Technology New standards would be adopted to phase in beginning in the 2017 model.  Heavy-Duty Vehicle Emission Reduction Measures	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Increased efficiency in the design of heavy-duty vehicles and an education program for the heavy-duty vehicle sector.  Diesel Anti-Idling In July 2004, the CARB adopted a measure to limit	Compliant. Heavy-duty diesel trucks that access the project site
diesel-fueled commercial motor vehicle idling.	will be required to limit idling to no more than five minutes.
Hydrofluorocarbon Reduction  1) Ban retail sale of HFC in small cans; 2) Require that only low GWP refrigerants be used in new vehicular systems; 3) Adopt specifications for new commercial refrigeration; 4) Add refrigerant leak-tightness to the pass criteria for vehicular Inspection and Maintenance programs; 5) Enforce federal ban on releasing HFCs.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Transportation Refrigeration Units (TRUs), Off-Road Electrification, Port Electrification Strategies to reduce emissions from TRUs, increase off-road electrification, and increase use of shore-side/port electrification.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions. Further, no refrigerated truck units will access the Project site, nor does the Project proposed refrigerated warehousing.
Alternative Fuels: Biodiesel Blends CARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Reduced Venting and Leaks in Oil and Gas Systems Rule considered for adoption by the Air Pollution Control Districts for improved management practices.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Hydrogen Highway The California Hydrogen Highway Network (CA H <sub>2</sub> Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Integrated Waste Management Board	
Achieve 50 percent Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter	Compliant. The project is required to comply with the City's Source Reduction and Recycling Element (SRRE). To this end, the Project design includes provisions for tenants



# Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies (Cont'd)

A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.  Afforestation/Reforestation Projects Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.  Department of Water Resources Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.  California Energy Commission (CEC)	Compliant.
A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.  Afforestation/Reforestation Projects Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.  Department of Water Resources  Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.	oonserving shower neads where applicable.
Afforestation/Reforestation Projects Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.  Department of Water Resources  Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport	conserving shower riedds where applicable.
A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.  Afforestation/Reforestation Projects Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.  Department of Water Resources	Compliant. The Project shall implement U.S. EPA Certified WaterSense labeled or equivalent faucets and higherficiency toilets (HETs), and implement water-conserving shower heads where applicable.
A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.  Afforestation/Reforestation Projects Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
	The Project does not involve or propose a formal urban forestry program. Nor has the City adopted or implemented an urban forestry program. Notwithstanding, the Project will construct landscaping improvements, including tree plantings, consistent with the City's landscape design guidelines.
fire suppression activities, sustained drought, and increasing insect, disease, and invasive plans infestations. Actions taken to reduce wildfire severity through fuel reduction and biomass development would reduce climate change emissions from wildfire, increase carbon sequestration, replace fossil fuels, and provide significant economic development	The Drainet does not involve or propose a formal when
Large, episodic, unnaturally hot fires are an increasing trend on California's wild lands because of decades of	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
minimize/prevent the climate change emissions that are associated with the conversion of forestland to nonforest uses by adding incentives to maintain an undeveloped forest landscape.	Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
to harvest, or dedicating land to older age trees.  Forest Conservation	The noted measures are beyond the purview of the
Forest Management Strategies for storing more carbon through forest	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Department of Forestry	
Zero Waste - High Recycling Additional recycling beyond the State's 50 percent recycling goal.	
emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48 percent has been achieved on a statewide basis. Therefore, a 2 percent additional reduction is needed.	to recycle. In accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued.



# Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies (Cont'd)

Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Code of Regulations, Title 24 (Energy Efficiency Standards for Residential and Nonresidential Buildings).
Appliance Energy Efficiency Standards in Place and in Progress  Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Compliant.  Appliances purchased for use in the Project will be consistent with all applicable energy efficiency standards.
Fuel-Efficient Replacement Tires & Inflation Programs  State legislation (Chapter 912, Statues of 2001) directed the Energy Commission to investigate and to recommend ways to improve fuel efficiency of vehicle tires. The bill established a statewide program to encourage the production and use of more fuel efficient tires.	Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Cement Manufacturing Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Municipal Utility Strategies Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Alternative Fuels: non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended in the CEC=s 2003 and 2005 Integrated Energy Policy Reports.	Not Applicable.  The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
Business Transportation and Housing	
Smart Land Use and Intelligent Transportation Systems (ITS)  Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. Governor Schwarzenegger is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity, and a quality environment.	Compliant. The Project is proximate to serving transportation corridors, thereby promoting operational efficiencies.



Table 4.2-6 Project Compliance with Applicable 2006 CAT Report GHG Emissions Reduction Strategies (Cont'd)

Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.  Department of Food and Agriculture Conservation tillage/cover crops Conservation tillage and cover crops practices are increasingly being used by California farmers for a	Compliant. The Project promotes transportation efficiencies through its location proximate to serving transportation corridors. Moreover, distribution warehouse uses such as those proposed by the Project act to consolidate regional transport and delivery of goods, thereby reducing VMT within the region, further improving transportation efficiencies. trips  The noted measures are beyond the purview of the Project. Their implementation by the State and others
variety of reasons, including improved soil tilth, improved water use efficiency, reduced tillage requirements, saving labor and fuel, and reduced fertilizer inputs.	will act to reduce areawide GHG emissions.
Enteric Fermentation	Not Applicable.
Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
State and Consumer Services Agency	Not Applicable.
Green Buildings Initiative  Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.	Compliant. The Project will meet or surpass Title 24 Energy Efficiency standards, acting to reduce area source GHG emissions. Further, State mandated programs (Pavely et al.) will act to substantively reduce mobile-source GHG emissions. Additionally, the Project is required to comply with the mandatory provisions of the California Green Building Standards Code (CALGreen) pursuant to the California Code of Regulations, Title 24, which became effective on January 1, 2011.
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewables in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Not Applicable. The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.
California Solar Initiative Installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses; increased use of solar thermal systems to offset the increasing demand for natural gas; use of advanced metering in solar applications; and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Compliant. Project buildings will be designed to accommodate renewable energy sources, such as photovoltaic solar energy systems as is economically and physically feasible.
Investor-Owned Utility	Not Applicable.
This strategy includes energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utility.	The noted measures are beyond the purview of the Project. Their implementation by the State and others will act to reduce areawide GHG emissions.

Source: State of California, Environmental Protection Agency, Climate Action Team, 2006.



Project would nonetheless be consistent with the CARB Scoping Plan and the 2006 CAT Report strategies for reducing GHG emissions. Therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and a significant impact would not occur.

#### 4.2.4 CUMULATIVE IMPACT ANALYSIS

GCC occurs as the result of global emissions of GHGs. An individual project proposal does not have the potential to result in significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines §15130[f]).

Accordingly, the Project-specific impact analysis provided above in Subsection 4.2.3 reflects a cumulative impact analysis of the Project's GHG emissions, and concludes that because the proposed Project would comply with all applicable GHG-reduction strategies set forth by the CARB Scoping Plan and 2006 CAT Report, the proposed Project's GHG emissions would not be cumulatively considerable. In addition, the analysis in EIR Subsection 4.2.3 demonstrates that the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHGs. Therefore, Project-related emissions of GHGs would be less than significant on both a direct and cumulative basis.

#### 4.2.5 APPLICABLE PROJECT REQUIREMENTS

- PR 4.2-1 The Project is required to comply with mandatory regulatory requirements imposed by the State of California and the SCAQMD aimed at the reduction of air quality emissions. Those that are applicable to the Project and that would assist in the reduction of Project-related GHG emissions include, but are not limited to the following:
  - a) Global Warming Solutions Act of 2006 (AB32).
  - b) Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB 375).
  - c) Pavely Fuel Efficiency Standards (AB1493), which establishes fuel efficiency ratings for new vehicles.
  - d) California Code of Regulations Title 13, Division 3 addressing diesel exhaust emissions. Specifically, Chapter 1, Article 4.5, §2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and Chapter 10, Article 1, §2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."
  - e) California Code of Regulations Title 24 (California Building Code), which establishes energy efficiency requirements for new construction.

- f) California Code of Regulations Title 20 (Appliance Energy Efficiency Standards), which establishes energy efficiency requirements for appliances.
- g) Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020.
- h) California Water Conservation in Landscaping Act of 2006 (AB1881), which requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes.
- Statewide Retail Provider Emissions Performance Standards (SB 1368), requiring energy generators to achieve performance standards for GHG emissions.
- j) Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020
- k) South Coast Air Quality Management District Rule 1118 "PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations," and Rule 1186.1 "Less Polluting Street Sweepers."
- PR 4.2-2 The Project will provide on-site bicycle storage pursuant to City of Moreno Valley Municipal Code §9.11.060.B, Off-Street Bicycle Parking Requirements.
- PR 4.2-3 The Project will comply with all applicable provisions of the City of Moreno Valley Municipal Code Chapter 6.02 "Refuse Collection, Transfer and Disposal" and Chapter 8.80 "Recycling and Diversion of Construction and Demolition Waste."

#### 4.2.6 SIGNIFICANCE OF IMPACTS PRIOR TO MITIGATION

<u>Thresholds 1 and 2: Less than Significant Impact</u>. The proposed Project would not generate GHG emissions, either directly or indirectly, in quantities that may have a direct or cumulatively considerable significant impact on the environment. In addition, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

#### 4.2.7 MITIGATION MEASURES

Impacts would not be significant; therefore, mitigation measures are not required. Regardless, to ensure that the Project will comply with applicable GHG emission reduction strategies specified in California's 2006 Climate Action Team report, the following mitigation measures are recommended.

MM 4.2-1 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's mechanical/electrical/plumbing (MEP) plans specify the installation of U.S. EPA Certified WaterSense labeled or equivalent faucets, high-



efficiency toilets (HETs), and water-conserving shower heads (if showers are proposed).

MM 4.2-2 Prior to the approval of building permits, the City shall review the building plans to ensure that the building's roof is structurally designed to accommodate the future addition of photovoltaic solar panels.

# 4.3 Noise

The following analysis is based on a technical noise study prepared by Urban Crossroads, Inc. entitled "First Industrial Logistics II Noise Impact Analysis, City of Moreno Valley, California," dated October 31, 2012, and included as *Technical Appendix E* to this EIR. The report considers potential noise impacts associated with construction and operation of the proposed Project.

#### 4.3.1 Existing Conditions

# A. Study Area Description

The Project site is located in the City of Moreno Valley. The Project Applicant is proposing a high cube industrial warehouse building containing 400,130 square feet of interior building space located on the northwest corner of Perris Boulevard and Nandina Avenue. Existing development near the Project site contains a mix of single-family residential, industrial, office, and warehouse land uses as previously described in EIR Section 2.0, *Environmental Setting*. The March Air Reserve Base is located approximately 0.9-mile west of the Project site. The locations of the nearest sensitive receptors to the Project site are depicted on Figure 4.3-1, *Off-Site Noise Sensitive Receptors*.

#### B. Noise Fundamentals

## □ Noise Definitions

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Because the range of sound that the human ear can detect is so large, the scale used to measure sound intensity is based on multiples of 10, the logarithmic scale. The unit of measure in which a sound intensity is described is the decibel (dB). Each interval of 10 dB indicates a sound energy 10 times greater than before, which is perceived by the human ear as being roughly twice as loud. A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the audible spectrum; dBA is adjusted to reflect only those frequencies which are audible to the human ear. (Urban Crossroads, 2012d, p. 4)

The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet (Urban Crossroads, 2012d, p. 4). Figure 4.3-2, *Typical Noise Levels and Their Subjective Loudness and Effects*, presents a summary of typical noise levels and their subjective loudness and effects.

Environmental noise descriptors are generally based on averages, rather than instantaneous noise levels. The most commonly used figure is the equivalent level (Leq.). Leq. represents a steady sound level containing the same total energy as a time-varying level over a given measurement interval. Leq. may represent any desired length of time; however, one hour is the most commonly used in environmental work. (Urban Crossroads, 2012d, p. 4).

Peak hour noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour levels may be disturbing if they occur during times when quiet is most

desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24 hour noise level, is utilized (Urban Crossroads, 2012d, p. 4).

The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of five (5) dB to sound levels in the evening from 7 p.m. to 10 p.m., and the addition of 10 dB to sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise sensitive time periods during the evening and nighttime hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure (Urban Crossroads, 2012d, p. 4).

#### ☐ Effects of Noise

Harmful effects of noise can include speech interference, sleep disruption, and loss of hearing. High background noise levels can affect performance and learning processes through: distraction; reduced accuracy; increased fatigue, annoyance, and irritability; the inability to concentrate; and sleep prevention. Several factors determine whether a particular noise will interfere with sleep. These factors include the noise level and characteristics, the stage of sleep, the individual's age, and motivation to waken.

Approximately 10% of the population has a very low tolerance for noise and will object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. Another 25% of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1.0 dBA cannot be perceived except in carefully controlled laboratory experiments, a change of 3.0 dBA may be perceptible, and a change of 5 dBA is often necessary before any noticeable change in community response (i.e. complaints) would be expected (Urban Crossroads, 2012d, p. 7).

#### ☐ Traffic Noise Prediction

According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance* provided by the Federal Highway Administration, the level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume, assuming that the speed and vehicle mix do not change, results in a noise level increase of 3 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway (Urban Crossroads, 2012d, p. 6).

#### □ Ground Absorption of Noise

To account for the ground-effect attenuation (absorption) of noise, two types of site conditions are commonly used in traffic noise models: soft site and hard site conditions. Soft site conditions

account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone, and very hard packed earth. Caltrans research has shown that the use of soft site conditions is more appropriate for the application of the FHWA traffic noise prediction model used in this analysis (Urban Crossroads, 2012d, p. 6).

#### ■ Noise Control and Noise Barrier Attenuation

Noise control is the process of obtaining an acceptable noise environment for a particular observation point or receptor by controlling the noise source, transmission path, receptor, or all three. This concept is known as the source-path-receptor concept. In general, noise control measures can be applied to any and all of these three elements (Urban Crossroads, 2012d, p. 6).

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source (Urban Crossroads, 2012d, p. 6).

#### □ Land Use Compatibility

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are considered to be more sensitive to noise intrusion than are commercial or industrial activities. Ambient noise levels can also affect the perceived desirability or livability of a development. For these reasons, land use compatibility with the noise environment is an important consideration in the planning and design process (Urban Crossroads, 2012d, p. 7).

#### C. Noise Analysis Methodology

#### □ 24-Hour Noise Readings

Mobile, or transportation-related noise impacts, are measured using the 24-hour CNEL to assess the land use compatibility for community noise exposure. 24-hour noise readings for the Project were recorded by Urban Crossroads, Inc. on Thursday, October 25<sup>th</sup>, 2012 using five (5) Quest DL Pro data logging Type 2 noise dosimeters. All noise meters were programmed in "fast" mode to record noise levels in A-weighted form. The sound level meters and microphone were equipped with a widescreen during all measurements (Urban Crossroads, 2012d, p. 12).

#### □ Construction Equipment Reference Noise Levels

In January 2006, the Federal Highway Administration (FHWA) published a national database of construction equipment reference noise emission levels. The database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation (Urban Crossroads, 2012d, p. 33).

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to noise levels in excess of 100 dBA when measured at 50 feet. These noise levels diminish with

distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor (Urban Crossroads, 2012d, pp. 33-34).

#### ☐ FHWA Traffic Noise Prediction Model and Model Inputs

Future roadway noise impacts from vehicular traffic were projected using a computer program that replicates the FHWA and Model Inputs Traffic Noise Prediction Model- FHWA-RD-77-108 (the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major, or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period (Urban Crossroads, 2012d, p. 16)

Table 4.3-1, *Off –Site Road Parameters*, presents the FHWA Model roadway parameters used by Urban Crossroads, Inc. in the noise analysis. Per the recommendation of Caltrans, soft site conditions were used to develop the noise contours to analyze the traffic noise conditions in the study area. The Existing average daily traffic (ADT) volumes are derived from the First Inland Logistics II Traffic Impact Analysis (*Technical Appendix F*).

*Table 4.3-2, Hourly Traffic Flow Distribution1*, presents the hourly traffic flow distributions (vehicle mix) used for the noise analysis (which is reflective of the vehicle mix required by the California Department of Public Health). The vehicle mix provides the hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the FHWA Model (Urban Crossroads, 2012d, p. 16).

#### D. Existing Noise Conditions

To determine the existing noise level environment, five (5) long-term 24-hour measurements were taken in the Project study area. Figure 4.3-3, *Noise Measurement Locations*, shows the location of the Project site and the noise level measurement locations (locations L1 through L5). The noise level measurements were recorded by Urban Crossroads, Inc. on Thursday, October 25<sup>th</sup>, 2012, representing the typical ambient noise environment for the study area (Urban Crossroads, 2012d, p. 12). The results of the noise level measurements are presented in Table 4.3-3, *Long-Term (Ambient) Noise Level Measurements*, and are summarized below.

• Site L1 is located near the southern property line of the residential tract to the north of the Project site, approximately 85 feet east of Perris Boulevard and 165 feet north of Rivard Road. The hourly noise levels at Site L1 range from 58.8 to 63.0 dBA Leq and produce a 24-hour CNEL noise level of 64.7 dBA CNEL.

- Site L2 is located next to a house roughly 100 feet north of the Project boundary along San Michele Road and 660 feet west of Perris Boulevard. The hourly noise levels at Site L2 range from 53.5 to 55.9 dBA Leq and produce a 24-hour CNEL noise level of 61.7 dBA CNEL.
- Site L3 is located approximately 140 feet east of the Project boundary on the southeast corner of Perris Boulevard and Modular Way. The hourly noise levels at Site L3 range from 58.8 to 62.3 dBA Leq and produce a 24-hour CNEL noise level of 66.9 dBA CNEL.
- Site L4 is located near a house approximately 100 feet south of the Project boundary along Nandina Avenue and 760 feet west of Perris Boulevard. The hourly noise levels at Site L4 range from 53.6 to 56.1 dBA Leq and produce a 24-hour CNEL noise level of 61.4 dBA CNEL.
- Site L5 is located on the proposed east Project driveway 140 feet west of Perris Boulevard and 325 feet south of Modular Way. The hourly noise levels at Site L5 range from 54.2 to 58.4 dBA Leq and produce a 24-hour CNEL noise level of 62.6 dBA CNEL.

The results of the noise level measurements show that the ambient noise levels in the study area near Perris Boulevard currently exceed the City of Moreno Valley transportation related exterior noise levels of 65 dBA CNEL for noise-sensitive receptors (Urban Crossroads, 2012d, p. 14).

## □ Existing Noise Contours

Existing CNEL noise contours are shown for the 55, 60, 65, and 70 dBA noise levels in Table 4.3-4, *Existing Without Project Conditions Noise Contours*. Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway. The noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.

## □ Existing Vibration

Groundbourne vibration is usually localized to areas within about 100 feet from the vibration source. There are no existing sources of groundborne vibration (such as a railroad line) on or within 100 feet of the Project site.

# E. Existing Noise Standards (Policies and Regulations)

Local noise guidelines are often based on the broader guidelines established by state and federal agencies. Following is a description of the existing noise regulatory setting for the proposed Project because a majority of the Project's traffic distribution (and associated vehicular noise) is projected to route through the City of Moreno Valley and the City of Perris, the noise criteria for the City of Moreno Valley and City of Perris are presented below.

## ☐ California Office of Planning and Research General Plan Guidelines

The City of Moreno Valley General Plan does not include any standards for measuring impacts associated with traffic noise. Rather, noise is considered in the Environmental Safety section of the General Plan Safety Element. While the General Plan provides background and noise fundamentals,

it does not identify criteria to assess the impacts associated with off-site transportation related noise impacts. Therefore, for purposes of evaluating traffic-related noise impacts within the City of Moreno Valley, the analysis in this EIR instead relies on the noise criteria derived from the standards provided in the General Plan Guidelines, a publication of the California Office of Planning and Research. These standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments. A copy of the General Plan Guidelines is provided as Appendix 3.2 to the Project's Noise Impact Analysis (see *Technical Appendix* E) (Urban Crossroads, 2012d, p. 3.2).

The purpose of the transportation noise criteria is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. For the nearby noise sensitive areas, the exterior noise levels should remain below 65 dBA CNEL and for interior areas the noise levels should remain below 45 dBA CNEL. For purposes of analysis within this section, the closest noise sensitive uses within the Project's study area are shown on Figure 4.3-1.

#### ☐ City of Moreno Valley Noise Ordinance

The Noise Ordinance included in Chapter 11.80 of the City of Moreno Valley's Municipal Code provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary noise source impacts.

Section 11.80.030.C, Nonimpulsive Sound Decibel Limits, provides the following restriction:

No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimpulsive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance. (Moreno Valley n.d. Section 11.80.030.C)

Table 11.80.030-2 of the City's Noise Ordinance, Maximum Sound Levels (in dBA) For Source Land Uses, shows that the daytime and nighttime standards for commercial uses (including the logistics center/warehouse uses proposed by the Project) are 65 dBA and 60 dBA, respectively (Moreno Valley Municipal Code Table 11.80.030-2).

The City of Moreno Valley also has established exterior noise limits to control noise impacts associated with construction activities. Noise Ordinance Section 11.80.030.D.7, *Construction and Demolitions*, states: "No person shall operate or cause operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee" (Moreno Valley Municipal Code Section 11.80.030.D.7).

#### ☐ City of Perris General Plan Noise Element

The City of Perris General Plan standards also are derived from standards contained in the General Plan Guidelines, a publication of the California Office of Planning and Research. The Noise Element includes standards for land use compatibility for community noise exposure. Goal 1 of the City's Noise Element requires that the State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development. At different exterior noise levels, individual land uses are identified as "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." The City of Perris General Plan's Land Use/Noise Compatibility Guidelines, which are presented as General Plan Exhibit N-1, are designed to ensure noise compatibility of proposed land uses with the predicted future noise environment and illustrate the ranges of allowable exterior noise levels for various land uses based on the 2003 State of California General Plan Guidelines (Perris, City of 2005).

The City of Perris utilizes the CNEL scale as the criterion for assessing the compatibility of residential land uses with transportation related noise sources. For noise sensitive uses such as residential uses, the exterior noise level standard is 65 dBA CNEL and the interior noise standard is 45 dBA CNEL. Commercial uses are not considered noise sensitive uses and are evaluated with respect to the Noise/Land Use Compatibility Criteria that defines an ambient noise level ranging from 65 dBA CNEL to 75 dBA CNEL as conditionally acceptable (Perris, City of 2005).

#### 4.3.2 Basis for Determining Significance

The proposed Project would result in a significant impact to noise if the Project or any Project-related component would:

- 1. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- 2. Expose persons to or generate excessive groundborne vibration or groundborne noise levels;
- 3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- 4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- 5. For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels; or
- 6. For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

#### ☐ Community Noise Assessment Criteria

While the CEQA Guidelines, City of Moreno Valley and City of Perris noise standards provide direction on noise compatibility and establish noise standards by land use type, they do not define the levels at which increases above the ambient noise levels are considered substantial. However, the

FHWA and Caltrans both identify changes in noise levels of greater than 3 dBA as "barely perceptible," while changes of 5 dBA are considered "readily perceptible" (Urban Crossroads, 2012d, p. 10).

In a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over years rather than the immediate comparison made in a laboratory situation. The level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people (Urban Crossroads, 2012d, p. 10). On this basis, and for the purposes of the proposed Project's noise analysis, a substantial increase in noise levels attributable to operations of the Project would occur:

- If ambient conditions are below applicable standards, and Project-generated noise at receptor land uses would result in:
  - An exceedance of the suggested land uses/noise compatibility guidelines for surface transportation sources presented in the long range plans of the City of Moreno Valley or City of Perris (mobile sources); or
  - An exceedance of the exterior noise standards defined in the City of Moreno Valley Noise Ordinance (area/stationary sources);
- If ambient noise conditions exceed applicable Noise Ordinance Standards and Project-generated noise would create a "barely perceptible" 3 dBA or greater permanent increase in ambient exterior noise levels.
- If noise resulting from Project-related construction activities exceeds the City of Moreno Valley Noise Ordinance.

#### 4.3.3 IMPACT ANALYSIS

- Threshold 1: Would the proposed Project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Threshold 3: Would the proposed Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- Threshold 4: Would the proposed Project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

#### A. Short-Term Construction Noise Impacts

Construction activities associated with the Project, especially those involving heavy equipment, would initially create short-term noise increases in the vicinity of the Project site, representing a short-term effect on ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers and portable generators can reach high levels. Project construction is expected to occur in six (6) stages: demolition, site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts.

Table 4.3-5, Demolition Construction Noise Levels 1, shows that during the short-term demolition stage of construction, the exterior noise levels at a distance of 200 feet are estimated at 74.4 dBA Leq. Table 4.3-6, Site Preparation Noise Levels1, shows that during the short-term site preparation stage of construction, exterior noise levels at a distance of 200 feet are estimated at 87.1 dBA Leq. Noise level impacts associated with the grading work would result in construction related noise levels of 87.8 dBA Leq. at a distance of 200 feet as shown on Table 4.3-7, Grading Construction Noise Levels 1. Building construction activity would result in noise level impacts from heavy equipment that would be operational during the physical building construction. Table 4.3-8, Building Construction Noise Levels1, shows that during the short-tern building construction stage of construction, noise levels are estimated at 83.3 dBA Leq. at a distance of 200 feet. Paving activities include the movement of any remaining material as well as necessary curb and gutter work, road base material placement and blacktop. Table 4.3-9, Paving Construction Noise Levels1, shows that during the short-term paving stage of construction, noise levels at nearby noise sensitive uses are estimated at 80.9 dBA Leq. at a distance of 200 feet. Table 4.3-10, Architectural Coating Noise Levels1, shows that during the short-term architectural coating stage of construction, noise levels at a distance of 200 feet are estimated at 74.0 dBA Leq.

The City of Moreno Valley Municipal Code does not specifically address construction noise; however, it does provide noise level limits for the source land use category when measured at a distance of 200 feet. Because the source land use is other than residential, the 65 dBA Leq. at a distance of 200 feet is used as the limit for this analysis to assess the Project construction noise level impacts. As shown in Table 4.3-5 through Table 4.3-10, the six (6) phases of construction related noise levels, the noise impacts associated with the proposed Project are expected to create temporary noise impacts at receptors surrounding the Project site when certain activities occur near the Project property line. Though construction noise is temporary, intermittent and of short duration, the Project's construction would create a significant noise impact because noise levels in excess of 65dBA Leq would occur beyond 200 feet of the property line.

# B. Long-Term Operational Noise Impacts

## ☐ Transportation-Related Noise Impacts

Generally, traffic noise impacts are analyzed both to ensure that a project would not adversely impact the acoustic environment of the surrounding community and also to ensure that a project site is not exposed to an unacceptable level of noise resulting from the ambient noise environment acting upon the property. The proposed Project would consist of a high cube industrial warehouse building and is not considered to be sensitive to noise exposure.

To assess the off-site long-term transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the First Inland Logistics II Traffic Impact Analysis (*Technical Appendix F* to this EIR). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Traffic noise contour boundaries are typically measured at distances of 100 feet from a roadway centerline. Noise contours were developed for four (4) scenarios: Existing Without Project, Existing With Project, Year (2017) Without Project, and Year (2017) With Project.

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60 and 55 dBA noise levels. The distance from the centerline of the roadway to the CNEL contour boundaries for roadways in the proposed Project's vicinity are presented in Table 4.3-4, Table 4.3-11, *Existing With Project Conditions Noise Contours*, Table 4.3-12, *Year 2017 Without Project Conditions Noise Contours*, and Table 4.3-13, *Year 2017 With Project Conditions Noise Contours*. Noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.

Table 4.3-14, Existing Off-Site Project Related Traffic Noise Impacts, presents a comparison of existing without and with Project conditions CNEL noise levels. Table 4.3-11 identifies that the unattenuated exterior noise levels range from 41.9 to 67.3 dBA CNEL at 100 feet from each roadway's centerline. As shown on Table 4.3-14, the Project would generate an unmitigated exterior noise level increase ranging from 0.0 dBA CNEL to 1.6 dBA CNEL. Based on the thresholds of significance, the proposed Project would have a less than significant off-site traffic noise level impact on the study area roadway segments for existing conditions.

Table 4.3-15, Year 2017 Off-Site Project Related Traffic Noise Impacts, presents a comparison of the Year 2017 without and with Project conditions CNEL noise levels. Table 4.3-12 identifies the unattenuated exterior noise levels range from 42.5 to 69.4 dBA CNEL at 100 feet from each roadway's centerline. As shown on Table 4.3-15 the Project would generate an unmitigated exterior noise level increase ranging from 0.0 dBA CNEL to 0.6 dBA CNEL. Based on the thresholds of significance, the proposed Project would have a less than significant off-site traffic noise level impact on the study area roadway segments for Year 2017 conditions.

In summary, long-term operation of the proposed Project would not cause a temporary or periodic noise impact associated with vehicular noise. Furthermore, applying the thresholds of significance, the Project would generate a less than significant off-site traffic noise level impact on the study area roadway segments; therefore, no mitigation is required.

#### □ Stationary Noise Impacts

The proposed Project would include a 400,130 square foot high cube industrial warehouse building. Stationary noise impacts associated with operation of the Project would include idling trucks, delivery truck activities, and roof-top air conditioning units. The projected noise levels used for analysis assume the worst-case noise environment with the idling trucks, delivery truck activities, and roof-top air conditioning units all operating simultaneously. In reality, these noise levels would vary throughout the day.

#### Loading Dock Activities

In order to evaluate the noise impacts associated with tractor trailer (truck) unloading/loading activities, reference noise level measurements were taken at a large commercial center located at the intersection of Goldenwest Street and Edinger Avenue in Huntington Beach, CA by Urban Crossroads, Inc. on April 14, 2011. The primary noises generated by tractor trailer unloading is the noise of the truck arriving, backing into the dock area, detaching the cab, attaching the cab to the empty trailer, and exiting the loading dock. The noise level was measured at 77.3 dBA Leq. at a distance of 20 feet from the tractor trailer (Urban Crossroads, 2012d, p. 30).

#### o Truck Pass-By

In order to evaluate the noise impacts associated with truck (tractor trailer) pass-bys, reference noise level measurements were taken at a large commercial center located at the intersection of Goldenwest Street and Edinger Avenue in Huntington Beach, CA by Urban Crossroads, Inc. on April 14, 2011. The measurement included the exiting of the tractor trailer. The noise level was measured at 69.5 dBA Leq. at a distance of 30 feet from the tractor trailer (Urban Crossroads, 2012d, p. 30).

#### Air Condenser Units

Rooftop mechanical ventilation units are proposed to be installed on the industrial building proposed within the Project site. To assess the mechanical ventilation system (packaged heat pump) noise impacts, typical outdoor sound power levels were provided by Trane (a manufacturer of HVAC systems). The noise ratings provided by Trane indicate that the packaged heat pumps of an air conditioning unit will produce noise levels ranging from 75 to 82 dBA when measured at a distance of three (3) feet (Urban Crossroads, 2012d, p. 30).

To predict the worst-case future noise environment, a continuous noise level of 73 dBA at 10 feet was used to represent the roof-top mechanical ventilation system. The type of air conditioning unit that would be used for the Project's buildings is designed to provide cooling during the peak summer daytime periods, so it is unlikely that all units would operate continuously throughout the noise sensitive nighttime periods. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition (Urban Crossroads, 2012d, p. 30).

#### Project-Related Stationary Source Noise Impacts

Based upon the reference noise levels provided on Table 4.3-16, *Reference Noise Level Measurements1*, it is possible to estimate the stationary source noise levels from the proposed Project at a distance 200 feet from the property line, which allows for a comparison with the noise standards provided in the City of Moreno Valley Noise Ordinance. Noise level projections were calculated based on the Project's site plan (described in EIR Section 3.0) showing the spatial relationship between the potential on-site noise sources and the closest property line. Table 4.3-17, *Project Only Stationary Source Impact Noise Level Projections*, presents the unmitigated exterior noise levels associated with the proposed Project at a distance of 200 feet from the property line. As shown in Table 4.3-17, the unmitigated hourly noise levels are expected to range from 31.4 to 53.0 dBA Leq. The expected operational noise level impacts associated with the Project are below the daytime and nighttime exterior noise level standards for commercial uses of 65 dBA Leq. and 60 dBA Leq., respectively. Therefore, the Project would create a less than significant stationary source noise level impact.

# Threshold 2: Would the proposed Project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

The Project would not generate groundborne vibration, except for the potential for vibration to occur during the construction phase from the use of large construction equipment. According to the *Transportation and Construction-Induced Vibration Guidance Manual* prepared for Caltrans, ground-borne vibration from construction activities and equipment such as D-8 and D-9 Caterpillars

bulldozers, earthmovers, and haul trucks at distances of 10 feet do not create vibration amplitudes that cause structural damage to nearby structures. The proposed Project is not expected to employ any pile driving or rock blasting equipment during construction activities, and because the nearest receivers are located over 50 feet from the nearest point of construction activities, impacts from groundborne vibration during near-term construction would be less than significant (Urban Crossroads, 2012d, pp. 40-42)

Long-term operational activities at the proposed Project site will not include nor require equipment, facilities, or activities that would result in perceptible groundborne vibrations, thus long-term operation of the Projection would create no groundborne impacts.

Threshold 5: For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed Project expose people residing or working in the project area to excessive noise levels?

Threshold 6: For a project within the vicinity of a private airstrip, would the proposed Project expose people residing or working in the project area to excessive noise levels?

The Project site is located approximately 0.9-mile east of March Air Reserve Base. According to the Air Installation Compatible Use Zone Study for March Air Reserve Base (Department of the Air Force, 2005), and as presented in Figure 4.3-4, March Reserve Air Base Noise Contours, the Project site is located outside of the 60 dBA CNEL noise contour. According to the California Division of Aeronautics Noise Standards (California Code of Regulations, Title 21, Section 5000 et. seq.), a noise level of 65 dBA CNEL is considered the "...level of noise acceptable to a reasonable person residing in the vicinity of an airport." Residential land uses are considered more sensitive to noise than the logistics center/warehouse distribution uses proposed by the Project. Aircraft operations would not, therefore, expose people on the Project site to noise levels in excess of 65 dBA CNEL and impacts would be less than significant.

Although the Project site is located near the March Air Reserve Base, this airfield is not a private airfield and there are no other private airfields or airstrips in the vicinity of the Project site. In addition, a private airstrip is not proposed as part of the Project. Therefore, the proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip or helipad; no impacts would result from excessive noise generated by a private airstrip. There would be no impact.

#### 4.3.4 CUMULATIVE IMPACT ANALYSIS

Lead Agency: City of Moreno Valley

Substantial Noise Increase or Violations (Thresholds 1, 3, and 4)

# A. Near-Term Cumulative Construction-Related Noise Impacts

During Project construction, noise levels produced by construction equipment would exceed the City of Moreno Valley's Noise Ordinance. The peak noise level anticipated during construction activities would occur during mass grading of the site, which would result in Project-related noise levels of 87.8 dBA Leq at a distance of 200 feet from the noise source, whereas the Noise Ordinance specifies 65 dBA Leq at a distance of 200 feet. Sensitive noise receptors located between the Project site boundary and approximately 2,774 feet from boundary would experience noise levels during daytime

hours above 65 dBA Leq at some point during construction activities, assuming a clear line-of-site condition. It is not possible to construct the Project and impose any feasible mitigation measures to reduce construction noise to below 65 dBA Leq at a distance of 200 feet from the property boundary.

As indicated previously in EIR Subsection 2.3, some of the properties located in the immediate vicinity of the Project site are vacant or contain non-conforming uses and are anticipated to develop with industrial and warehouse uses consistent with their General Plan land use and zoning designations. In the event that construction activities occur on any properties surrounding the site simultaneous with Project-related construction activities, and that also contribute construction noise to sensitive receptors within 2,774 feet of the Project boundary, a cumulative impact would occur and the Project's construction-related noise contribution to the overall noise level would be cumulatively considerable. Such noise level increases would represent a cumulatively considerable substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. Because construction noise would be temporary in nature, Project construction activities would not result in a cumulatively considerable substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

#### B. Long-Term Cumulative Operational Noise Impacts

Table 4.3-15, Year 2017 Off-Site Project Related Traffic Noise Impacts, presents a comparison of the Year 2017 without and with Project conditions CNEL noise levels along roadway segments in the Project's study area. Table 4.3-12 identifies that un-attenuated exterior noise levels range from 42.5 to 69.4 dBA CNEL at 100 feet from each roadway's centerline. Noise levels at 100 feet without the Project that exceed 65 dBA CNEL (the standard for noise-sensitive uses) would occur on Harley Knox Boulevard from west of I-215 to west of Indian Street, on Indian Street between Nandina Avenue and Harley Knox Boulevard, and on Perris Boulevard between San Michelle Road and Nandina Avenue. Along Harley Knox Boulevard, the Project's contribution is 0.1 dBA CNEL. Along Indian Street the Project's contribution is 0.2 dBA CNEL. And, along Perris Boulevard the Project's contribution is 0.0 dBA CNEL. Because there are no sensitive noise receptors located or planned to be located along these road segments and because the Project's noise contribution is well below a level perceptible to the human ear, noise impacts would be less than cumulatively significant and the Project's contribution would be less than cumulatively considerable.

#### C. Stationary Noise Impacts (Cumulative Conditions)

As indicated previously in Table 4.3-17, *Project Only Stationary Source Impact Noise Level Projections*, noise levels associated with operation of the proposed Project at a distance of 200 feet from the property line is expected to be 54.2 dBA Leq, without attenuation. Walls proposed around the Project's perimeter would attenuate most of this operational noise. The expected operational noise level impacts associated with the Project are below the daytime and nighttime exterior noise level standard of 65 dBA Leq. and 60 dBA Leq., respectively even without the presence of perimeter walls. Therefore, the Project would create a less than significant stationary source noise level impact.

Existing and planned land uses surrounding the Project are similar in operational character to the warehouse building proposed by the Project. The long-term operation of adjacent uses would be expected to produce operational noise levels that are similar to those of the proposed Project (i.e., 48.5 dBA at 200 feet). Due to the internal mechanism of the human ear and how it receives and processes noise, when two sound sources of equal intensity or power are measured together, their

combined effect (intensity level) is 3 dBA higher than the level of either separately. Thus, two noise sources that individually produce 52 dBA will measure 55dBA when the noise sources are combined (absent any other sound alerting factor). Therefore, long-term operation of the proposed Project would not result in the exposure of sensitive receptors to cumulative noise levels in excess of the City's Noise Ordinance standards. Long-term operation of the proposed Project also would not result in a substantial cumulative increase in ambient noise levels. Furthermore, there are no components of the Project's long-term operational characteristics that could produce substantial amounts of temporary or periodic ambient noise levels that could impact nearby sensitive receptors. Accordingly, non-transportation related impacts due to long-term operation of the proposed Project under cumulative conditions would have a less than significant cumulative impact and the Project's contribution would be less than cumulatively considerable.

## ☐ Vibration Impacts (Threshold 2)

There are no existing or projected sources of groundborne vibration immediately surrounding the Project site. Additionally, the types of construction equipment that would be used to build the proposed Project would not create vibration amplitudes that cause structural damage to nearby structures or that generate excessive groundborne vibration or groundborne noise levels. Accordingly, there would be no cumulative groundborne vibration impact during Project construction and the Project's contribution to vibration, if any, would be less than cumulatively considerable. Under long-term operating conditions, the Project would not involve the use of equipment, facilities, or activities that would result in perceptible groundborne vibration. There would be no significant cumulative impact and the Project would have no potential to contribute to a long-term groundborne noise or vibration impact.

# Public and Private Airport-Related Noise Levels (Thresholds 5 and 6)

The proposed Project does not involve the construction or operation of any public airports or public use airports. Airport-related noise levels from the March ARB affecting the Project site are not considered excessive; as such, nearby airport operations would not expose future on-site workers to excessive noise levels. There are no conditions associated with the proposed Project that could result in contributing to airport noise or exposure of additional people to unacceptable levels of airport noise. Accordingly, the Project would have no potential to cumulatively contribute to impacts associated with noise from a public airport or public use airport. Additionally, there are no private airfields or airstrips in the vicinity of the proposed Project site, and the Project would not involve the construction or operation of such facilities. Therefore, implementation of the proposed Project would not expose people residing or working in the Project area to cumulatively excessive noise levels associated with private airstrips, and has no potential to cumulatively contribute to impacts associated with noise from a private airstrip.

#### 4.3.5 APPLICABLE PROJECT REQUIREMENTS

The following is a requirement to which the Project would be required to adhere. Compliance with this requirement was assumed throughout the above noise analysis.

PR 4.3-1 The Project will comply with the City of Moreno Valley Noise Ordinance (Moreno Valley Municipal Code Chapter 11.80).

#### 4.3.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds 1, 3, and 4: Significant Direct and Cumulative Impact (Near-Term). During Project construction, noise levels beyond 200 feet from the property boundary would exceed levels specified in the City of Moreno Valley Noise Ordinance. Existing sensitive receptors (residential) located within 2,774 feet of the Project boundary with a clear line of site to the construction activity would experience noise levels above 65 dBA leq at some point during the construction process. Additionally, in the event that Project construction activities occur simultaneously with other construction activities that affect the same sensitive receptors, cumulative construction-related noise would also be significant.

Under long-term operating conditions, the Project would not generate traffic-related or stationary noise levels above the standards given in the City of Moreno Valley Noise Ordinance or in any adjacent jurisdiction's General Plan. Long-term impacts would be less than significant.

<u>Threshold 2: Less than Significant Impact.</u> Near-term construction activities and long-term operation of the proposed Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.

<u>Threshold 5: Less than Significant Impact.</u> The Project would not expose people to excessive noise levels associated with the operation of an airport.

<u>Threshold 6: No Impact.</u> There are no private airstrips in the vicinity of the Project site; as such, the Project has no potential to expose people residing or working in the area to excessive noise levels associated with operation of a private airstrip.

#### 4.3.7 MITIGATION MEASURES

- MM 4.3-1 Prior to grading or building permit issuance, the City shall review grading and building plans to ensure that the following notes are included. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by the City of Moreno Valley upon request.
  - a) All construction activities, including but not limited to haul truck deliveries, shall be limited to between the hours of 7:00 a.m. and 8:00 p.m.
  - b) Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
  - c) All stationary construction equipment and equipment staging areas shall be placed as close as possible to the center of the western property line.
  - d) All haul truck deliveries shall use City-approved haul routes. Should alternate routes be necessary, haul trucks shall not use roadways that pass noise-sensitive land uses or residential dwellings unless approved by the City of Moreno Valley.

#### 4.3.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

<u>Thresholds 1, 3, and 4: Significant Direct and Cumulative Impact (Near-Term)</u>. Project construction activities would expose off-site properties within 2,274 feet of the Project boundary with direct lines of site to construction activities to daytime noise levels exceeding 65 dBA leq. Mitigation Measure MM 4.3-1 requires construction practices that would minimize noise levels to sensitive receptors, but not to below a level of significance on either a direct or cumulative basis. Additional feasible mitigation measures are not available to further reduce Project-related construction noise levels, resulting in a significant and unavoidable short-term impact.

Table 4.3-1 Off –Site Road Parameters

ID	Roadway	Segment	Roadway Section <sup>1</sup>	Vehicle Speed (MPH)
1	Harley Knox Boulevard	West of I-215 Freeway	4D	55
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	4D	55
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	4U	45
4	Harley Knox Boulevard	East of Western Way	4U	45
5	Harley Knox Boulevard	West of Patterson Avenue	4U	45
6	Harley Knox Boulevard	East of Patterson Avenue	2D	45
7	Harley Knox Boulevard	West of Indian Street	4D	55
8	Harley Knox Boulevard	East of Indian Street	4D	55
9	Western Way	North of Harley Knox Boulevard	2U	40
10	Patterson Avenue	North of Harley Knox Boulevard	2U	40
11	Patterson Avenue	South of Harley Knox Boulevard	2U	40
12	Indian Street	North of Nandina Avenue	2D	45
13	Indian Street	South of Nandina Avenue	4D	55
14	Indian Street	North of Harley Knox Boulevard	4D	55
15	Indian Street	South of Harley Knox Boulevard	4D	55
16	Knox Street	North of Nandina Avenue	2D	45
18	Perris Boulevard	South of San Michele Road	4D	55
19	Perris Boulevard	North of Nandina Avenue	4D	55
20	Perris Boulevard	South of Nandina Avenue	4D	55
21	San Michele Road	West of Driveway 1	2D	45
22	San Michele Road	Driveway 1 to Driveway 3	2D	45
23	San Michele Road	Driveway 3 to Perris Boulevard	2D	45
24	Nandina Avenue	West of Indian Street	2U	40
25	Nandina Avenue	Indian Street to Knox Street	2D	45
26	Nandina Avenue	Knox Street to Driveway 2	2D	45
27	Nandina Avenue	Driveway 2 to Driveway 4	2U	40
28	Nandina Avenue	Driveway 4 to Perris Boulevard	2U	40

<sup>&</sup>lt;sup>1</sup> Source: First Inland Logistics II Traffic Impact Analysis by Urban Crossroads, Inc. in October 2012.

Table 4.3-2 Hourly Traffic Flow Distribution<sup>1</sup>

Motor-Vehicle Type	Daytime (7 am to 7 pm)	Evening (7 pm to 10 pm)	Night (10 pm to 7 am)	Total % Traffic Flow
City Roadways				
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%

<sup>&</sup>lt;sup>1</sup> Typical Southern California Vehicle Mix.

Table 4.3-3 Long-Term (Ambient) Noise Level Measurements

Observer			Hourly Noise Le	evel (Leq dBA) <sup>2</sup>	
Location <sup>1</sup>	Date	Description	Daytime (7am to 10pm)	Nighttime (10pm to 7am)	CNEL
L1	10/25/2012	Located approximately 85 feet east of Perris Boulevard and 165 feet north of Rivard Road. Near the residential tract to the north.	63.0	58.8	67.3
L2	10/25/2012	Located next to a house roughly 100 feet north of the project boundary along San Michele Road and 660 feet west of Perris Boulevard.	55.9	53.5	61.7
L3	10/25/2012	Located approximately 140 feet east of the project boundary on the southeast corner of Perris Boulevard and Modular Way.	62.3	58.8	66.9
L4	10/25/2012	Located near a house approximately 100 feet south of the project boundary along Nandina Avenue and 760 feet west of Perris Boulevard.	56.1	53.6	61.4
L5	10/25/2012	Located on the east project driveway 140 feet west of Perris Boulevard and 325 feet south of Modular Way.	58.4	54.2	62.6

<sup>&</sup>lt;sup>1</sup> See Exhibit 4-A for the noise measurement locations.

<sup>&</sup>lt;sup>2</sup> Energy (logarithmic) average hourly noise levels. The long-term noise level measurements printouts are included in Appendix 4.1.

Table 4.3-4 Existing Without Project Conditions Noise Contours

			CNEL at	Dis	stance to C	Contour (Fe	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway	63.2	RW	76	164	353
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	64.6	RW	94	202	436
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	63.8	RW	83	178	384
4	Harley Knox Boulevard	East of Western Way	63.5	RW	80	172	370
5	Harley Knox Boulevard	West of Patterson Avenue	63.5	RW	80	171	369
6	Harley Knox Boulevard	East of Patterson Avenue	63.2	RW	76	163	351
7	Harley Knox Boulevard	West of Indian Street	64.9	RW	98	212	457
8	Harley Knox Boulevard	East of Indian Street	61.9	RW	62	134	290
9	Western Way	North of Harley Knox Boulevard	51.5	RW	RW	RW	58
10	Patterson Avenue	North of Harley Knox Boulevard	41.9	RW	RW	RW	RW
11	Patterson Avenue	South of Harley Knox Boulevard	51.6	RW	RW	RW	59
12	Indian Street	North of Nandina Avenue	57.6	RW	RW	70	150
13	Indian Street	South of Nandina Avenue	62.2	RW	65	139	300
14	Indian Street	North of Harley Knox Boulevard	63.0	RW	74	160	344
15	Indian Street	South of Harley Knox Boulevard	55.8	RW	RW	RW	113
16	Knox Street	North of Nandina Avenue	47.1	RW	RW	RW	RW
18	Perris Boulevard	South of San Michele Road	66.5	59	127	273	588
19	Perris Boulevard	North of Nandina Avenue	67.3	66	141	304	656
20	Perris Boulevard	South of Nandina Avenue	67.3	66	141	304	656
21	San Michele Road	West of Driveway 1	57.4	RW	RW	67	144
22	San Michele Road	Driveway 1 to Driveway 3	57.4	RW	RW	67	144
23	San Michele Road	Driveway 3 to Perris Boulevard	57.4	RW	RW	67	144
24	Nandina Avenue	West of Indian Street	51.6	RW	RW	RW	59
25	Nandina Avenue	Indian Street to Knox Street	55.7	RW	RW	RW	111
26	Nandina Avenue	Knox Street to Driveway 2	54.1	RW	RW	RW	86
27	Nandina Avenue	Driveway 2 to Driveway 4	51.0	RW	RW	RW	RW
28	Nandina Avenue	Driveway 4 to Perris Boulevard	51.0	RW	RW	RW	RW

<sup>&</sup>lt;sup>1</sup> "RW" = Location of the respective noise contour falls within the right-of-way of the road

Table 4.3-5 Demolition Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Concrete/Industrial Saw	1	20%	1.6	90.0	71.0
Rubber Tired Dozers	per Tired Dozers 2 40% 3.2 79.0		66.0		
Excavators	3	40%	3.2	81.0	69.8
Crushing/Processing	1	15%	1.2	83.0	62.7
Cumulative Hourly Noise Levels 200 Feet (Leq dBA)					74.4
Distance to 65 dBA Leq Contour (Feet)				593	

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

 $<sup>^{\</sup>scriptsize 3}$  Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

Table 4.3-6 Site Preparation Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Water Trucks	3	40%	3.2	78.0	78.8
Scrapers	2	40%	3.2	85.0	84.0
Graders	1	40%	3.2	85.0	81.0
Rubber Tired Dozers	1	40%	3.2	79.0	63.0
Tractors/Loaders/Backhoes	2	40%	3.2	78.0	77.0
Cumulative Hourly Noise Levels 200 Feet (Leq dBA)					87.1
Distance to 65 dBA Leq Contour (Feet)					2,534

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

Table 4.3-7 Grading Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity Usage Hours Of Level @ 50		Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)		
Water Trucks	3	40%	3.2	78.0	78.8	
Scrapers	2	40%	3.2	85.0	84.0	
Graders	1	40%	3.2	85.0	81.0	
Rubber Tired Dozers	1	40%	3.2 79.0		63.0	
Excavator	2	40%	3.2	81.0	80.0	
Tractors/Loaders/Backhoes	2	40%	3.2	78.0	77.0	
	87.8					
	2,774					

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.



Table 4.3-8 Building Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Tractors/Loaders/Backhoes	3	40%	3.2	78.0	78.8
Forklifts	3	20%	1.6	75.0	72.8
Cranes	2	16%	1.3	81.0	76.1
Generator Sets	1	50%	4.0	81.0	78.0
Welders	1	40% 3.2 74.0		74.0	70.0
Cumulative Hourly Noise Levels 200 Feet (Leq dBA)					83.2
Distance to 65 dBA Leq Contour (Feet)					1,622

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

Table 4.3-9 Paving Construction Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Factor <sup>2</sup>	Hours Of Operation <sup>3</sup>	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (dBA)
Pavers	2	50%	4.0	77.0	77.0
Paving Equipment	2	40%	3.2	76.0	75.0
Rollers	2	20%	1.6	80.0	76.0
	Cumulative Hourly Noise Levels 200 Feet (Leq dBA)				
Distance to 65 dBA Leq Contour (Feet)					1,242

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

Table 4.3-10 Architectural Coating Noise Levels<sup>1</sup>

Equipment Type	Quantity	Usage Hours Of Factor <sup>2</sup> Operation <sup>3</sup> Reference Noise Level @ 50 Feet (Lmax dBA)		Cumulative Level @ 200 Feet (dBA)	
Air Compressors	1	40%	3.2	78.0	74.0
	Cum	ulative Hou	rly Noise Leve	ls 200 Feet (Leq dBA)	74.0
		Di	stance to 65 d	BA Leq Contour (Feet)	565

<sup>&</sup>lt;sup>1</sup> Source: FHWA's Roadway Construction Noise Model, January 2006.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

<sup>&</sup>lt;sup>3</sup> Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

 $<sup>^{\</sup>scriptsize 3}$  Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

<sup>&</sup>lt;sup>2</sup> Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

 $<sup>^{3}</sup>$  Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

Table 4.3-11 Existing With Project Conditions Noise Contours

			CNEL at	Dis	stance to C	Contour (Fe	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway	63.2	RW	76	164	353
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	64.8	RW	97	209	450
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	64.0	RW	86	185	399
4	Harley Knox Boulevard	East of Western Way	63.8	RW	83	179	386
5	Harley Knox Boulevard	West of Patterson Avenue	63.8	RW	83	179	385
6	Harley Knox Boulevard	East of Patterson Avenue	63.5	RW	79	170	367
7	Harley Knox Boulevard	West of Indian Street	65.2	RW	104	223	480
8	Harley Knox Boulevard	East of Indian Street	61.9	RW	62	134	290
9	Western Way	North of Harley Knox Boulevard	51.5	RW	RW	RW	58
10	Patterson Avenue	North of Harley Knox Boulevard	41.9	RW	RW	RW	RW
11	Patterson Avenue	South of Harley Knox Boulevard	51.7	RW	RW	RW	60
12	Indian Street	North of Nandina Avenue	58.0	RW	RW	73	157
13	Indian Street	South of Nandina Avenue	62.8	RW	71	153	331
14	Indian Street	North of Harley Knox Boulevard	63.6	RW	80	173	373
15	Indian Street	South of Harley Knox Boulevard	56.0	RW	RW	RW	116
16	Knox Street	North of Nandina Avenue	47.1	RW	RW	RW	RW
18	Perris Boulevard	South of San Michele Road	66.6	59	127	274	589
19	Perris Boulevard	North of Nandina Avenue	67.2	65	140	302	651
20	Perris Boulevard	South of Nandina Avenue	67.3	66	141	305	656
21	San Michele Road	West of Driveway 1	57.9	RW	RW	72	156
22	San Michele Road	Driveway 1 to Driveway 3	57.4	RW	RW	66	142
23	San Michele Road	Driveway 3 to Perris Boulevard	57.4	RW	RW	67	145
24	Nandina Avenue	West of Indian Street	51.6	RW	RW	RW	59
25	Nandina Avenue	Indian Street to Knox Street	56.8	RW	RW	61	132
26	Nandina Avenue	Knox Street to Driveway 2	55.6	RW	RW	RW	110
27	Nandina Avenue	Driveway 2 to Driveway 4	51.0	RW	RW	RW	RW
28	Nandina Avenue	Driveway 4 to Perris Boulevard	51.2	RW	RW	RW	56

<sup>1 &</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road



# Table 4.3-12 Year 2017 Without Project Conditions Noise Contours

			CNEL at	Distance to Contour (Feet)			
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway	65.5	RW	108	232	499
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	68.2	76	163	351	757
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	67.6	70	150	323	695
4	Harley Knox Boulevard	East of Western Way	67.5	68	147	317	684
5	Harley Knox Boulevard	West of Patterson Avenue	67.5	68	147	317	683
6	Harley Knox Boulevard	East of Patterson Avenue	67.4	67	144	309	666
7	Harley Knox Boulevard	West of Indian Street	69.4	91	196	423	911
8	Harley Knox Boulevard	East of Indian Street	64.6	RW	94	202	436
9	Western Way	North of Harley Knox Boulevard	51.9	RW	RW	RW	62
10	Patterson Avenue	North of Harley Knox Boulevard	42.5	RW	RW	RW	RW
11	Patterson Avenue	South of Harley Knox Boulevard	52.4	RW	RW	RW	67
12	Indian Street	North of Nandina Avenue	63.7	RW	82	177	381
13	Indian Street	South of Nandina Avenue	67.5	68	146	314	676
14	Indian Street	North of Harley Knox Boulevard	67.7	71	152	328	706
15	Indian Street	South of Harley Knox Boulevard	61.5	RW	58	125	270
16	Knox Street	North of Nandina Avenue	51.2	RW	RW	RW	56
18	Perris Boulevard	South of San Michele Road	68.5	80	172	371	800
19	Perris Boulevard	North of Nandina Avenue	69.0	86	185	399	859
20	Perris Boulevard	South of Nandina Avenue	68.9	85	182	392	845
21	San Michele Road	West of Driveway 1	59.6	RW	RW	94	202
22	San Michele Road	Driveway 1 to Driveway 3	59.4	RW	RW	91	196
23	San Michele Road	Driveway 3 to Perris Boulevard	59.4	RW	RW	91	197
24	Nandina Avenue	West of Indian Street	58.6	RW	RW	81	174
25	Nandina Avenue	Indian Street to Knox Street	59.5	RW	RW	92	199
26	Nandina Avenue	Knox Street to Driveway 2	58.4	RW	RW	78	168
27	Nandina Avenue	Driveway 2 to Driveway 4	56.1	RW	RW	55	118
28	Nandina Avenue	Driveway 4 to Perris Boulevard	56.1	RW	RW	55	119

<sup>&</sup>lt;sup>1</sup> "RW" = Location of the respective noise contour falls within the right-of-way of the road

# Table 4.3-13 Year 2017 With Project Conditions Noise Contours

		Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
ID	Road			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Harley Knox Boulevard	West of I-215 Freeway	65.5	RW	108	232	499
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	68.3	77	165	356	768
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	67.7	71	152	328	707
4	Harley Knox Boulevard	East of Western Way	67.6	70	150	323	696
5	Harley Knox Boulevard	West of Patterson Avenue	67.6	69	150	323	695
6	Harley Knox Boulevard	East of Patterson Avenue	67.5	68	146	315	678
7	Harley Knox Boulevard	West of Indian Street	69.5	93	200	431	928
8	Harley Knox Boulevard	East of Indian Street	64.6	RW	94	202	436
9	Western Way	North of Harley Knox Boulevard	51.9	RW	RW	RW	62
10	Patterson Avenue	North of Harley Knox Boulevard	42.5	RW	RW	RW	RW
11	Patterson Avenue	South of Harley Knox Boulevard	52.4	RW	RW	RW	67
12	Indian Street	North of Nandina Avenue	63.8	RW	83	179	385
13	Indian Street	South of Nandina Avenue	67.6	70	150	324	697
14	Indian Street	North of Harley Knox Boulevard		73	157	337	727
15	Indian Street	South of Harley Knox Boulevard		RW	59	126	272
16	Knox Street	North of Nandina Avenue	51.2	RW	RW	RW	56
18	Perris Boulevard	South of San Michele Road	68.6	80	173	372	801
19	Perris Boulevard	North of Nandina Avenue	69.0	86	185	399	860
20	Perris Boulevard	South of Nandina Avenue	68.9	85	182	393	846
21	San Michele Road	West of Driveway 1	59.8	RW	RW	97	208
22	San Michele Road	Driveway 1 to Driveway 3	59.4	RW	RW	91	196
23	San Michele Road	Driveway 3 to Perris Boulevard	59.5	RW	RW	92	198
24	Nandina Avenue	West of Indian Street	58.6	RW	RW	81	174
25	Nandina Avenue	Indian Street to Knox Street	60.0	RW	RW	100	215
26	Nandina Avenue	Knox Street to Driveway 2 59.0 RW		RW	86	185	
27	Nandina Avenue	Driveway 2 to Driveway 4	56.1	RW	RW	55	119
28	Nandina Avenue	Driveway 4 to Perris Boulevard	56.2	RW	RW	56	120

<sup>&</sup>lt;sup>1</sup> "RW" = Location of the respective noise contour falls within the right-of-way of the road

# Table 4.3-14 Existing Off-Site Project Related Traffic Noise Impacts

			CNEL at 100 Feet (dBA)			Potential
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact? <sup>1</sup>
1	Harley Knox Boulevard	West of I-215 Freeway	63.2	0.0	No	
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	64.6	64.8	0.2	No
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	63.8	64.0	0.3	No
4	Harley Knox Boulevard	East of Western Way	63.5	63.8	0.3	No
5	Harley Knox Boulevard	West of Patterson Avenue	63.5	63.8	0.3	No
6	Harley Knox Boulevard	East of Patterson Avenue	63.2	63.5	0.3	No
7	Harley Knox Boulevard	West of Indian Street	64.9	65.2	0.3	No
8	Harley Knox Boulevard	East of Indian Street	61.9	61.9	0.0	No
9	Western Way	North of Harley Knox Boulevard	51.5	51.5	0.0	No
10	Patterson Avenue	North of Harley Knox Boulevard	41.9	41.9	0.0	No
11	Patterson Avenue	South of Harley Knox Boulevard	51.6	51.7	0.0	No
12	Indian Street	North of Nandina Avenue	57.6	58.0	0.3	No
13	Indian Street	South of Nandina Avenue	62.2	62.8	0.6	No
14	Indian Street	North of Harley Knox Boulevard	63.0	63.6	0.5	No
15	Indian Street	South of Harley Knox Boulevard	55.8	56.0	0.2	No
16	Knox Street	North of Nandina Avenue	47.1	47.1	0.0	No
18	Perris Boulevard	South of San Michele Road	66.5	66.6	0.0	No
19	Perris Boulevard	North of Nandina Avenue	67.3	67.2	0.0	No
20	Perris Boulevard	South of Nandina Avenue	67.3	67.3	0.0	No
21	San Michele Road	West of Driveway 1	57.4	57.9	0.5	No
22	San Michele Road	Driveway 1 to Driveway 3	57.4	57.4	0.0	No
23	San Michele Road	Driveway 3 to Perris Boulevard	57.4	57.4	0.1	No
24	Nandina Avenue	West of Indian Street	51.6	51.6	0.0	No
25	Nandina Avenue	Indian Street to Knox Street 55.7 56.8 1.		1.1	No	
26	Nandina Avenue	Knox Street to Driveway 2 54.1 55.6 1.6		1.6	No	
27	Nandina Avenue	Driveway 2 to Driveway 4	51.0	51.0	0.0	No
28	Nandina Avenue	Driveway 4 to Perris Boulevard	51.0	51.2	0.3	No

<sup>&</sup>lt;sup>1</sup> A significant impact occurs when the noise level exceeds 65 dBA CNEL and the project generates a noise level increase of greater than 3.0 dBA.



# Table 4.3-15 Year 2017 Off-Site Project Related Traffic Noise Impacts

			CNEL	Potential		
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact? <sup>1</sup>
1	Harley Knox Boulevard	West of I-215 Freeway	65.5	65.5	0.0	No
2	Harley Knox Boulevard	I-215 SB Ramps to I-215 NB Ramps	68.2	68.3	0.1	No
3	Harley Knox Boulevard	I-215 NB Ramps to Western Way	67.6	67.7	0.1	No
4	Harley Knox Boulevard	East of Western Way	67.5	67.6	0.1	No
5	Harley Knox Boulevard	West of Patterson Avenue	67.5	67.6	0.1	No
6	Harley Knox Boulevard	East of Patterson Avenue	67.4	67.5	0.1	No
7	Harley Knox Boulevard	West of Indian Street	69.4	69.5	0.1	No
8	Harley Knox Boulevard	East of Indian Street	64.6	64.6	0.0	No
9	Western Way	North of Harley Knox Boulevard	51.9	51.9	0.0	No
10	Patterson Avenue	North of Harley Knox Boulevard	42.5	42.5	0.0	No
11	Patterson Avenue	South of Harley Knox Boulevard	52.4	52.4	0.0	No
12	Indian Street	North of Nandina Avenue	63.7	63.8	0.1	No
13	Indian Street	South of Nandina Avenue	67.5	67.6	0.2	No
14	Indian Street	North of Harley Knox Boulevard	67.7	67.9	0.2	No
15	Indian Street	South of Harley Knox Boulevard	61.5	61.5	0.0	No
16	Knox Street	North of Nandina Avenue	51.2	51.2	0.0	No
18	Perris Boulevard	South of San Michele Road	68.5	68.6	0.0	No
19	Perris Boulevard	North of Nandina Avenue	69.0	69.0	0.0	No
20	Perris Boulevard	South of Nandina Avenue	68.9	68.9	0.0	No
21	San Michele Road	West of Driveway 1	59.6	59.8	0.2	No
22	San Michele Road	Driveway 1 to Driveway 3	59.4	59.4	0.0	No
23	San Michele Road	Driveway 3 to Perris Boulevard	59.4	59.5	0.0	No
24	Nandina Avenue	West of Indian Street	58.6	58.6	0.0	No
25	Nandina Avenue	Indian Street to Knox Street	59.5	60.0	0.5	No
26	Nandina Avenue	Knox Street to Driveway 2	58.4	59.0	0.6	No
27	Nandina Avenue	Driveway 2 to Driveway 4	56.1	56.1	0.0	No
28	Nandina Avenue	Driveway 4 to Perris Boulevard	56.1	56.2	0.1	No

<sup>1</sup> A significant impact occurs when the noise level exceeds 65 dBA CNEL and the project generates a noise level increase of greater than 3.0 dBA.

Table 4.3-16 Reference Noise Level Measurements<sup>1</sup>

Noise Source	Duration (mm:ss) <sup>4</sup>	Distance From Source (Feet)	Noise Source Height (Feet)	Drop-Off Rate <sup>5</sup> (Leq dBA)	Noise Level (Leq dBA)
Loading Dock Activities <sup>1</sup>	1:00	20.0	8.0	6.0	77.3
Truck Pass-By <sup>2</sup>	1:00	30.0	8.0	6.0	69.5
Air Condenser Units <sup>3</sup>	-	10.0	5.0	6.0	73.0

<sup>&</sup>lt;sup>1</sup> As measured by Urban Crossroads, Inc. on 4/14/11.

Table 4.3-17 Project Only Stationary Source Impact Noise Level Projections

Noise Source	Reference Noise Level Distance (Feet)	Reference Noise Level (dBA)	Distance From Source To Property Line (Feet)	Source Noise Level At Property Line (dBA)	Reference Noise Level At 200 Feet From Property Line
Loading Dock Activities	20'	77.3	60.0	67.8	47.8
Truck Pass-By	30'	69.5	30.0	69.5	53.0
Air Condenser Units	10'	73.0	60.0	57.4	31.4
0	54.2				

<sup>&</sup>lt;sup>2</sup> As measured by Urban Crossroads, Inc. on 4/14/11.

 $<sup>^{\</sup>rm 3}\,{\rm Data}$  provided by the Krack Technical Bulletin: 0607\_469 Rev 0509

<sup>&</sup>lt;sup>4</sup> Noise measurement duration is consistent will approximate time for each event to occur.

<sup>&</sup>lt;sup>5</sup> Noise level (dBA) drop-off rate per doubling of distance.



Source: RCTLMA (2012), Google Earth (2012)



Off-Site Noise Sensitive Receptors

Figure 4.3-1



COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE	
THRESHOLD OF PAIN		140			
NEAR JET ENGINE		130	INTOLERABLE OR		
		120	DEAFENING	HEARING LOSS	
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110			
LOUD AUTO HORN		100			
GAS LAWN MOWER AT 1m (3 ft)		90	VERY NOISY		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80			
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	SPEECH INTERFERENCE	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	1000		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP	
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		DISTURBANCE	
QUIET SUBURBAN NIGHTTIME	LIBRARY	30			
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	FAINT		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	NO EFFECT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	VERT FAINT		

 $SOURCE: \ NOISE \ TECHNICAL \ SUPPLEMENT \ BY \ CALTRANS$ 

Source: Urban Crossroads (10-31-12)



**FIGURE 4.3-2** 



# **LEGEND:**

(L5) = LONG-TERM, 24-HOUR, NOISE MEASUREMENT LOCATION

Source: Urban Crossroads (10-31-12)



FIGURE 4.3-3 Noise Measurement Locations

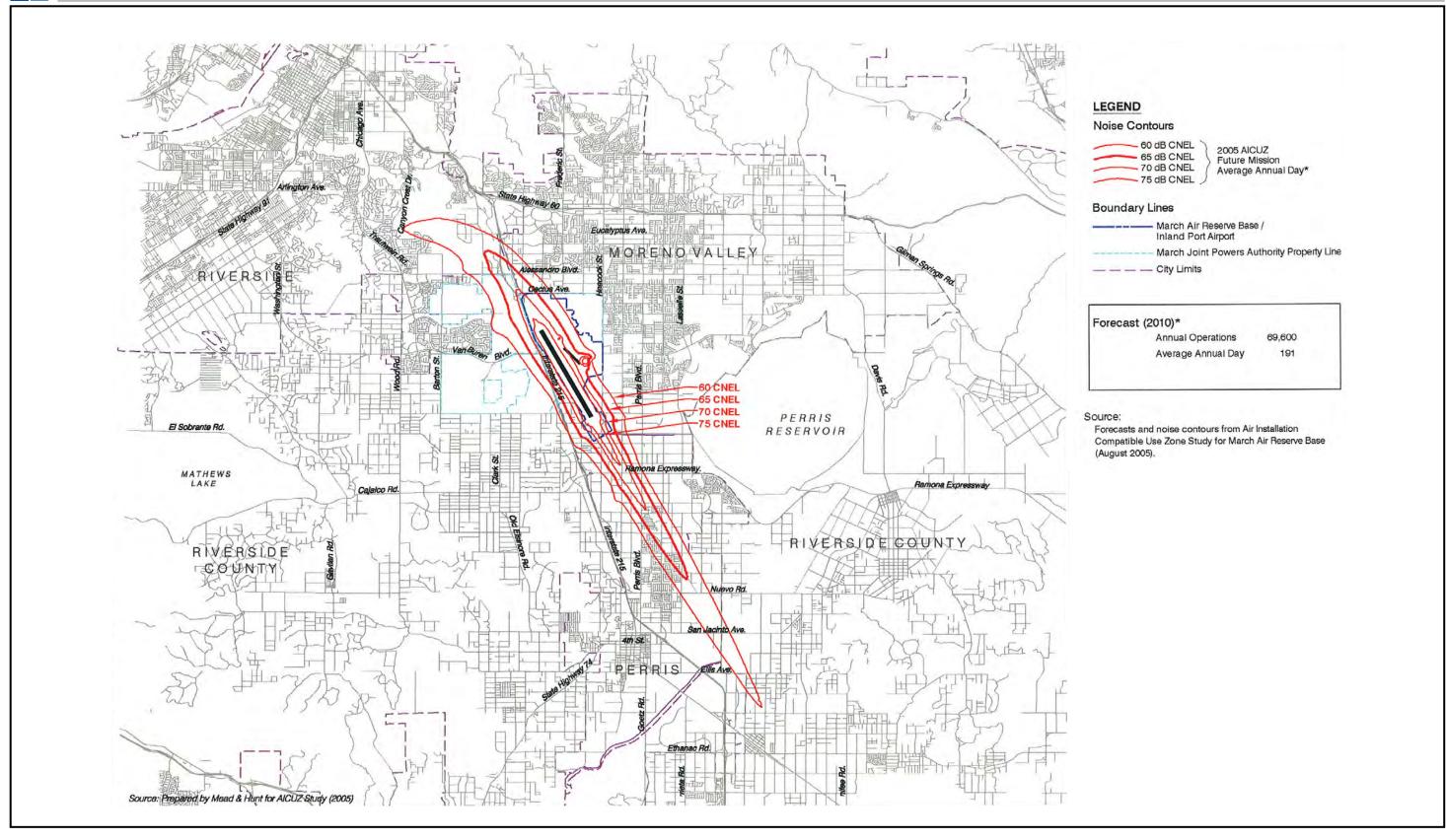




FIGURE 4.3-4
March Reserve Air Base Noise Contours



# 4.4 TRANSPORTATION/TRAFFIC

The following analysis is based on a technical traffic study prepared by Urban Crossroads, Inc., titled "First Inland Logistics II Traffic Impact Analysis, City of Moreno Valley, California" and dated January 3, 2013 (*Technical Appendix F*). The report considers potential traffic impacts associated with construction and operation of the proposed Project and recommends improvements to mitigate impacts considered significant in comparison to stated thresholds. The traffic study was prepared in accordance with the City of Moreno Valley Transportation Engineering Division's *Traffic Impact Analysis Preparation Guide* (dated August 2007).

#### 4.4.1 STUDY AREA DESCRIPTION

The study area for purposes of determining traffic impacts, as shown on Figure 4.4-1, *Project Study* Area/Intersection Locations, is defined in conformance with the requirements of the City of Moreno Valley's Traffic Impact Analysis (TIA) Preparation Guide. Based on these guidelines, the minimum area to be studied shall include any intersection of "Collector" or higher classification street, with "Collector" or higher classification streets, at which the proposed Project would add 50 or more peak hour trips. The "50 peak hour trip" criteria utilized by the City of Moreno Valley is consistent with the methodology employed by other jurisdictions throughout Riverside County and generally represents a threshold of trips at which a typical intersection would have the potential to be impacted. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a valid and proven way to establish a study area (Urban Crossroads, 2013, p. 4). Intersections and connecting roadway segments that would not receive more than 50 peak hour trips from the Project are not included in the study area. Based on a comparison of the trip generation information provided in Table 4.4-1, Project Trip Generation Summary, with the trip distribution patterns depicted on Figure 4.4-2, Project (Passenger Car) Trip Distribution, and Figure 4.4-3, Project (Truck) Trip Distribution, the proposed Project would not contribute more than 50 peak hour trips to any road segments or intersections located within the City of Riverside or unincorporated Riverside County; thus, intersections and roadway segments in those jurisdictions do not warrant analysis.

#### A. Roadway Segments

A total of 28 roadway segments are identified in the study area for analysis based on a review of the key roadway segments in which the Project is anticipated to contribute 50 or more peak hour trips. Table 4.4-2, *Roadway Segment Analysis Locations*, provides a summary of the study area roadway segments, each with an ID number and jurisdiction noted. There are no future roadway segments that would be constructed as part of the Project. Refer to Figure 4.4-1, *Project Study Area/ Intersection Locations*, for Project study area roadway locations.

## B. Intersections

A total of 13 intersections, as shown in Table 4.4-3, *Intersection Analysis Locations* are included in the Project study area based on the City's TIA analysis methodology and input from the City of Moreno Valley Traffic Engineering Division. An ID number is assigned to each intersection and jurisdictional locations are identified in Table 4.4-3. Intersections that would be developed as part of the Project and do not currently exist also are identified in Table 4.4-3.



#### C. Freeway Mainline Segments

Consistent with California Department of Transportation (Caltrans) traffic study guidelines, there are four (4) freeway mainline analysis locations in the Project study area, including segments on Interstate 215 (I-215 Freeway) on either side of the Harley Knox Boulevard interchange where the proposed Project is anticipated to contribute 100 or more two-way peak hour trips. The study area freeway mainline segments are identified in Table 4.4-4, *Freeway Mainline Segments*. All freeway mainline segments are under the jurisdiction of Caltrans.

## D. Freeway Merge/Diverge Ramp Junctions

There are four (4) merge/diverge ramp junction locations in the Project's study area for the I-215 Freeway for both northbound and southbound directions of flow as shown in Table 4.4-5, *Freeway Merge/Diverge Ramp Junctions*. All freeway ramp junctions are under the jurisdiction of Caltrans.

#### 4.4.2 EXISTING CONDITIONS

Regional access is provided to the Project site via I-215, which is located approximately 1.9 miles west of the site, and State Route 60 (SR-60), located approximately 4.9 miles north of the site. The 17.3-acre Project site is located in the City of Moreno Valley, immediately north of Nandina Avenue, immediately south of San Michele Road, and immediately east of Perris Boulevard. Figure 4.4-4, City of Moreno Valley General Plan Circulation Element, and Figure 4.4-5, City of Moreno Valley General Plan Roadway Cross-Sections, show the City's roadway designations and cross-sections for the major roads surrounding the Project site in the City of Moreno Valley.

## A. Existing Traffic Counts

Manual AM and PM peak hour turning movement counts at study area intersections were collected by Urban Crossroads, Inc. in January 2010, March 2011, and October 2011. The counts include the vehicle classifications as shown below, per City of Moreno Valley TIA requirements:

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

To represent the impact that large trucks, buses, and recreational vehicles have on traffic flow, all trucks were converted into Passenger Car Equivalents (PCEs) for the purpose of conducting the traffic analysis. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for large vehicles to accelerate and slowdown is also much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of the Project's traffic impact analysis in *Technical Appendix F* and this EIR Subsection, a PCE factor of 1.5 was applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement.



Existing (2012) average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on Figure 4.4-6, *Existing (2012) Average Daily Traffic (ADT)*. Existing (2012) ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

Based on a comparison of PM peak hour traffic count data to 24-hour traffic counts collected along roadway segments in close proximity to the study area, Urban Crossroads determined that the PM peak hour volumes are approximately eight (8) percent of the total 24-hour daily volume on select segments. As such, it was determined that the above equation could be utilized to approximate the ADT volume on the study area segments based on the same relationship (i.e., eight percent PM peak-to-daily relationship). Existing (2012) AM and PM peak hour intersection volumes are shown on Figure 4.4-7, Existing (2012) AM Peak Hour Intersection Volumes, and Figure 4.4-8, Existing (2012) PM Peak Hour Intersection Volumes, respectively. All of the traffic volumes illustrated on the exhibits and used in the traffic analysis are shown in terms of PCE (Urban Crossroads, 2013, p. 43).

## B. Existing Roadway Conditions

Based on the methodology presented below in Subsection 4.4.3B, all 28 existing roadway segments in the study area operate at an acceptable level of service (LOS) (with 26 segments operating at LOS "A"). Existing (2012) ADT is shown on Figure 4.4-6. Table 4.4-6, *Existing (2012) Conditions Roadway Volume/Capacity Analysis*, summarizes the Existing (2012) conditions roadway segment capacity based on the methodology presented in Subsection 4.4.3B. All of the existing study area roadways operate at acceptable LOS during peak hours.

# C. Existing Intersection Conditions

Figure 4.4-9, Existing Number of Through Traffic Lanes and Intersection Controls, shows the characteristics of each of the existing nine (9) Project study area intersections. (The other four (4) intersections in the study area, as shown in Table 4.4-8, Intersection Analysis for Existing (2012) Conditions, are future planned intersections that do not currently exist.) Based on the methodology presented in Subsection 4.4.3B, all of the existing study area intersections operate at acceptable LOS during peak hours. Existing (2012) AM and PM peak hour intersection volumes are shown on Figure 4.4-7 and Figure 4.4-8.

#### D. Existing Freeway Ramp Conditions

Ramp merge and diverge operations were evaluated for Existing (2012) baseline conditions. The results, as shown in Table 4.4-9, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing* (2012) Baseline Conditions, indicate that the I-215 Freeway ramp merge and diverge areas at Harley Knox Boulevard currently operate at LOS "E" or better during the peak hours under Existing (2012) baseline traffic conditions.

#### E. Existing Freeway Segment Conditions

Existing (2012) mainline directional volumes for the I-215 Freeway for the AM and PM peak hours are shown on Figure 4.4-10, *Existing (2012) Baseline I-215 Freeway Mainline Volumes*. As shown in



Table 4.4-10, Existing (2012) Baseline Conditions Basic Freeway Segment Analysis, I-215 Freeway segments in the study operate at an acceptable LOS during the peak hours for Existing (2012) traffic conditions.

# F. Existing Mass Transit

The Project study area is served by the Riverside Transit Agency (RTA) with bus services along Perris Boulevard via Route 19. The nearest stops to the Project site for RTA Route 19 are on Perris Boulevard, south of San Michele Road (for southbound direction), north of Nandina Avenue (for the northbound direction) and south of Nandina Avenue (for the southbound direction). (Urban Crossroads, 2013, pp. 29, 38)

## G. Existing Bicycle and Pedestrian Facilities

Field observations conducted by Urban Crossroads, Inc. in May 2012 indicate nominal pedestrian and bicycle activity within the study area (Urban Crossroads, 2013, p. 35). Figure 4.4-11, *City of Moreno Valley Master Plan of Trails*, shows that there are no trails or planned trails within the study area. Figure 4.4-12, *City of Moreno Valley Bike Plan*, shows planned bikeway routes in the area. A Class III bikeway is planned within the vicinity of the Project site along Indian Street north of San Michele Road and along San Michele Road west of Indian Street (Urban Crossroads, 2013, p. 38).

## H. Existing Truck Routes

Figure 4.4-13, *City of Moreno Valley Truck Routes*, shows the designated truck route map for the City. Harley Knox Boulevard, Perris Boulevard, Indian Street, San Michele Road and Nandina Avenue are all designated truck routes. The map is used to predict the route of truck traffic under future conditions (Urban Crossroads, 2013, p. 38).

#### I. Existing Regional Transportation Programs and Plans

Provided below is a discussion of existing planning efforts, programs, and policies regarding transportation that have applicability to the proposed Project.

## ☐ County of Riverside Congestion Management Program (CMP)

The Riverside County CMP was prepared by the Riverside County Transportation Commission (RCTC) in accordance with Proposition 111, passed in June 1990. The CMP was established in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Deficiencies along the CMP system must be identified when they occur so that improvement measures can be identified. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor is intended to conserve scarce funding resources and help target those resources appropriately. In the vicinity of the Project site, I-215 is the only CMP Roadway (Riverside County Transportation Commission, 2010, pp. 2-5).



#### ☐ City of Moreno Valley General Plan Circulation Element

The purpose of the City of Moreno Valley's Circulation Element is to ensure a complete, balanced, and well-maintained circulation system that relies on vehicular travel and transit, and incorporates alternative modes including bikeways and pedestrian facilities (City of Moreno Valley, 2006a). A primary objective of the Circulation Element is to ensure that the effects of future new development on the City's transportation system are understood and that the improvements needed to support new growth are planned and properly funded. Refer to Figure 4.4-4 and Figure 4.4-5 for illustrations of the City's Circulation Element exhibits.

# □ Riverside County Integrated Project (RCIP)

The RCIP is Riverside County's comprehensive, three-part, integrated program to determine future habitat conservation, transportation, and housing and economic needs in Riverside County. The RCIP addresses traffic congestion by addressing future traffic and multi-model circulation issues through the Community & Environmental Transportation Acceptability Process (CETAP). This element of RCIP identifies the locations for new transportation facilities that will help benefit commuters and serve Riverside County's growing economy. Selection of new transportation corridors are intended to be integrated with decisions on land use and environmentally sensitive areas (County of Riverside, 2003a).

# ☐ Regional Transportation Plan (RTP)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code §6500, also referred to as the Joint Powers Authority law. SCAG is designed as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. In 2012, SCAG prepared a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) with goals to: 1) align the plan investments and policies with improving regional economic development and competitiveness; 2) maximize mobility and accessibility for all people and goods in the region; 3) ensure travel safety and reliability for all people and goods in the region; 4) preserve and ensure a sustainable regional transportation system; 5) maximize the productivity of the transportation system; 6) protect the environment and health of residents by improving air quality and encouraging active transportation; 7) encourage and incentivize energy efficiency; 8) encourage land use and growth patterns that facilitate transit and non-motorized transportation; and 9) maximize the security of the transportation system (Southern California Association of Governments, 2012, p. 29). Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation.

#### 4.4.3 Basis for Determining Significance

Lead Agency: City of Moreno Valley

The proposed Project would result in a significant impact to transportation/traffic if the Project or any Project-related component would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;



- 2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- 3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- 4. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment);
- 5. Result in inadequate emergency access; or
- 6. Conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

#### A. Determining Significance of Impacts

#### Roadway Segments and Intersections

Based on the *City of Moreno Valley TIA Preparation Guide*, a significant direct traffic impact under CEQA occurs when the addition of project traffic causes an intersection that operates at an acceptable level of service (i.e., typically LOS "D" or better) to fall to an unacceptable level of service (i.e., typically LOS "E" or "F"). For purposes of determining the significance of impacts in this Subsection:

- If an intersection is projected to operate at an acceptable level of service without the Project and the addition of Project traffic as measured by 50 or more peak hour trips is expected to cause the intersection to operate at an unacceptable level of service the impact is considered a significant direct impact.
- If an intersection is projected to operate at an unacceptable level of service without the Project, and the Project contributes 50 or more peak hour trips, the impact is considered a significant direct impact.
- A significant cumulative impact is identified when a roadway segment or intersection is projected to operate at an unacceptable LOS with the addition of future traffic and a Project-related traffic increase of 50 or more peak hour trips. Cumulative traffic impacts are created as a result of a combination of the proposed Project together with other future developments contributing to the overall traffic impacts requiring additional improvements to maintain acceptable LOS operations with or without the Project. The Project's contribution to a cumulatively significant impact can be reduced to less-than-significant if the Project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact may occur until the needed improvement is fully funded and constructed.



#### ☐ Freeway Segments and Ramp Junctions

RCTC has determined that freeway segments and ramp junctions that operate below LOS "E" should be identified and improved to an acceptable LOS; however, specific criteria to identify project-related impacts are not specified by RCTC or in the Caltrans Traffic Impact Study guidelines.

For the purposes of the analysis in this Subsection and in accordance with the adopted Riverside County CMP, if a freeway segment is projected to operate at an acceptable level of service (i.e., LOS "E" or better) without the Project and the Project is expected to cause the facility to operate at an unacceptable level of service (i.e., LOS "F"), the Project's direct impact is considered significant. If the facility would operate at a deficient LOS without the Project, the addition of 100 ADT or more of Project traffic would be considered a cumulative impact.

# B. Methodology

# ☐ Level of Service

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS "A," representing completely free-flow conditions, to LOS "F," representing breakdown in flow resulting in stop-and-go conditions. LOS "E" represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

The definition of an intersection deficiency in the City of Moreno Valley is based on the City of Moreno Valley General Plan Circulation Element. The City of Moreno Valley General Plan states that target LOS "C" or LOS "D" be maintained along City roads (including intersections) wherever possible. Figure 4.4-14, City of Moreno Valley Level of Service (LOS) Standards, and Table 4.4-11, Moreno Valley Roadway Segment Capacity LOS Thresholds, shows the LOS standards and capacities within the City. Table 4.4-12, Perris Roadway Segment Capacity LOS Thresholds1, summarizes the City of Perris daily roadway segment capacities thresholds.

Caltrans, the County of Riverside, and the City of Perris have established explicit LOS performance criteria related to determining the significance of impacts on the roadway system within their jurisdictions. Generally, LOS "D" is considered to be the limit of acceptable traffic operations during the peak hour in these jurisdictions. LOS "D" is therefore used as the significance threshold in this Subsection for these jurisdictions, except for the intersections of I-215 Southbound Ramps/Harley Knox Boulevard and I-215 Northbound Ramps/Harley Knox Boulevard, which allow LOS "E" (per City of Perris General Plan Circulation Element Policy II.A). Daily roadway segment capacities thresholds for the City of Perris are summarized in Table 4.4-12. RCTC has adopted LOS "E" as the minimum standard for intersections and segments along the CMP System of Highways and Roadways. Therefore, for the purposes of the traffic impact analysis, LOS "E" is considered to be the limit of acceptable traffic operations for the I-215 Freeway mainline segments and ramp junctions (Urban Crossroads, 2013, p. 27).

# Roadway Segment Capacity Analysis

Roadway segment operations are evaluated using the City of Moreno Valley Daily Roadway Capacity Values provided in the City of Moreno Valley TIA Preparation Guide. Per the TIA



Preparation Guide, daily roadway segments in the City of Moreno Valley should maintain the LOS capacities illustrated in Figure 4.4-14. Daily roadway segment capacities thresholds for the City of Perris are summarized in Table 4.4-12, *Perris Roadway Segment Capacity LOS Thresholds1*.

The daily roadway segment capacities for each type of roadway are summarized in Table 4.4-11 and Table 4.4-12. Roadway segment capacities are approximate figures only, and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet future traffic demands. These roadway capacities are "rule of thumb" estimates for planning purposes. As such, where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis is undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes. (Urban Crossroads, 2013, p. 20)

# □ Intersection Capacity Analysis

The intersection LOS analysis is based on the traffic volumes calculated for the peak hour conditions. The following peak hours were selected for analysis because these hours typically experience the most traffic during a 24-hour period:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

For signalized intersections, the City of Moreno Valley requires operations analysis based on the methodology described in Chapter 16 of the Highway Capacity Manual (HCM). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 4.4-13, *Signalized Intersection LOS Thresholds*. For a more detailed discussion of intersection capacity analysis see Section 2.2 of *Technical Appendix F*.

For unsignalized intersections, the City of Moreno Valley requires that operations be evaluated using the methodology described in Chapter 17 of the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle, as shown in Table 4.4-7. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole. (Urban Crossroads, 2013, p. 19)

#### □ Traffic Signal Warrant Analysis

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD), as amended by the *MUTCD 2003 California Supplement*, is used for all study area intersections.



Traffic signal warrant analyses were performed at the following unsignalized study area intersections: Western Way / Harley Knox Boulevard, Knox Street / Nandina Avenue, Driveway 1 / San Michele Road, Driveway 2 / Nandina Avenue, Driveway 3 / San Michele Road, and Driveway 4 / Nandina Avenue. A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. Signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS "C" or operate below LOS "C" and not meet a signal warrant. For more information on signal warrant methodology, refer to Section 2.6 of *Technical Appendix F* (Urban Crossroads, 2013, pp. 23, 24).

#### ☐ Freeway Mainline Segment Analysis

The study area includes segments of the I-215 Freeway, from north of and south of Harley Knox Boulevard, and includes the freeway-to-arterial interchanges of the I-215 Freeway with the Harley Knox Boulevard ramps. Consistent with Caltrans requirements, the progression of vehicles has been assessed to determine potential queuing lengths at the freeway ramp intersections on Harley Knox Boulevard and the I-215 Freeway.

The traffic progression analysis tool and HCM intersection analysis program, HCS+ software, was used to assess the potential needs of the intersections with traffic added from the proposed Project. The performance measure preferred by Caltrans to calculate LOS is density. Density is expressed in terms of passenger cars per mile per lane. Table 4.4-11 illustrates the freeway segment LOS thresholds for each density range utilized for this analysis. For more information on queuing analysis methodology, refer to Section 2.4 of *Technical Appendix F*.

The Riverside County Transportation Commission (RCTC) has plans in place for the widening of the I-215 Freeway through the study area; however, a schedule for the widening of I-215 between Nuevo Road in the City of Perris and Box Springs Road in the City of Riverside has not be set, due to the state's ongoing budget challenges. The I-215 North Project will add a carpool lane (high-occupancy vehicle land) in each direction to a 10.75-mile section of the I-215 freeway. As such, the future expansion of the I-215 Freeway has been assumed for "with improvements" conditions only and not assumed as the base condition in the basic freeway segment analysis (Urban Crossroads, 2013, p. 22).

# ☐ Freeway Merge/Diverge Ramp Junction Analysis

The study area, I-215 from north of and south of Harley Knox Boulevard, was broken into four (4) segments defined by the freeway-to-arterial interchange locations. The merge/diverge analysis is based on the HCM Ramps and Ramp Junctions analysis method and performed using HCS+ software. The results (reported in passenger car/mile/lane) are calculated based on the existing number of travel lanes, number of lanes at the on- and off-ramps both at the analysis junction and at upstream and downstream locations (if applicable), and acceleration/deceleration lengths at each merge/diverge point. Table 4.4-14, *Freeway Mainline LOS Thresholds*, presents the merge/diverge area LOS thresholds for each density range utilized for this analysis (Urban Crossroads, 2013, p. 23).



Meters are not installed at the Harley Knox Boulevard/I-215 ramps; therefore, a ramp meter analysis is not required.

#### □ Background Traffic

Future year traffic forecasts are based upon five (5) years of background (ambient) growth at 2% per year for 2017 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. The total ambient growth is 10.4% for 2017 traffic conditions (compounded growth of 2% per year over five years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by known cumulative development projects analyzed by *Technical Appendix F*. According to information published by the Riverside County Center for Demographic Research (RCCDR) and used as the basis for completing the *Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) Nexus Study – 2009 Program Update*, the population of Western Riverside County is projected to increase by 62% in the period between 2007 and 2035, a compounded rate of approximately 1.73% annually. During the same period, employment in Western Riverside County is expected to increase by 111% or 2.71% annually. Therefore, the use of an annual growth rate of 2.0% is consistent with the anticipated regional growth in traffic volumes (Urban Crossroads, 2013, p. 57).

#### Cumulative Impact Analysis

CEQA Guidelines §15130 requires that an EIR include the discussion of a Project's cumulative impacts. For the purpose of analyzing the proposed Project's cumulative effects on traffic, and in accordance with the *City of Moreno Valley's TIA Preparation Guide* (dated August 2007), a comprehensive list of 53 other known approved or reasonably foreseeable development projects in the study area was compiled. See Figure 4.4-15, *Cumulative Development Projects Location Map*, for locations of the development projects considered. Information about each development project can be found in Section 4.6 of *Technical Appendix F*. These 52 projects are calculated to generate 248,824 net passenger car equivalent (PCE) trip-ends per day during a typical weekday with approximately 21,484 net PCE vehicle trips during the AM peak hour and 25,545 net PCE vehicle trips during the PM peak hour. For specific projects not listed that fall outside of the study area, the traffic from those projects is captured by the 2.0% compounded annual growth rate.

Based on the identified trip distribution patterns for the cumulative development projects on arterial highways throughout the study area, cumulative development ADT volumes, AM peak hour, and PM peak hour intersection turning movement volumes are shown on Figure 4.4-16, *Cumulative Development Average Daily Traffic (ADT)*, *Figure 4.4-17*, *Cumulative Development AM Peak Hour Intersection Volumes*, and Figure 4.4-18, *Cumulative Development PM Peak Hour Intersection Volumes*, respectively.



#### 4.4.4 IMPACT ANALYSIS

Threshold 1: Would the proposed Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The Project proposes to construct two (2) driveways onto San Michele Road, construct two (2) driveways onto Nandina Avenue, and improve the site-adjacent roadways Nandina Avenue, Perris Boulevard, and San Michele Road. The proposed roadway improvements are described in Section 3.0, *Project Description*, and will be enforced as part of the Project's Conditions of Approval, which will be issued by the City of Moreno Valley prior to consideration of the proposed Project by the City Council. The construction of these roadway improvements is assumed throughout the analyses. The analysis of Threshold 1 focuses on potential impacts to local roadways, based on acceptable LOS standards established by the City of Moreno Valley General Plan and the general plans of surrounding jurisdictions. Refer to Threshold 2 for Analysis of potential impacts to I-215 based on acceptable LOS standards established by the Riverside County Congestion Management Plan.

#### A. Project Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted to and produced by a development project. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed for a given development. In an effort to accurately estimate the number of vehicle trips that the proposed Project would generate, estimations are based on trip generation rates collected by the Institute of Transportation Engineers (ITE) and presented in ITE's most recent edition of *Trip Generation* (8th Edition, 2008). Detailed information about the methodology used to determine the Project's trip generation is provided in Section 4.1 of *Technical Appendix F*.

Assumed to be built and fully operational by Year 2017, the Project is proposed to consist of 400,130 square feet of high-cube/distribution warehouse use. Using that development potential, the proposed Project would produce an estimated 1,066 daily vehicle trips, including 67 during the AM Peak Hour and 74 during the PM Peak Hour. A summary of the Project's trip generation is provided in Table 4.4-1. The traffic reducing potential of using public transit, walking, or bicycling by employees of the Project has not been considered, which have the potential to reduce the forecasted traffic volumes. Because these factors were not considered in the analysis (and would reduce the volume of Project-related vehicular traffic if considered), the analysis of impacts to transportation/traffic in this subsection represents a conservative analysis of potential impacts.

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the routes where Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic. The truck trip distribution patterns were developed based on the anticipated travel patterns for high-cube warehousing trucks. The total volume on each roadway was divided by the Project's total traffic generation to indicate the



percentage of Project traffic that would use each component of the regional roadway system in each relevant direction. The Project passenger car trip distribution pattern is graphically depicted on Figure 4.4-2, and the Project truck trip distribution pattern is graphically depicted on Figure 4.4-3.

The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of Project occupancy (2017). Based on the identified Project traffic generation and trip distribution patterns, Project ADT volumes for the weekday are shown on Figure 4.4-19, *Project Only Average Daily Traffic (ADT)*, and Project AM and PM peak hour intersection turning movement volumes are shown on Figure 4.4-20, *Project Only AM Peak Hour Intersection Volumes*, and Figure 4.4-21, *Project Only PM Peak Hour Intersection Volumes*, respectively. Detailed information about the methodology used to determine the Project's trip distribution is provided in Section 4.2 of *Technical Appendix F*.

#### B. Analysis Scenarios

Pursuant to the City of Moreno Valley's *TIA Preparation Guide*, all traffic impact analyses must be "...projected to the year that the project is estimated to be complete (minimum of five years)." (City of Moreno Valley, 2007). The Notice of Preparation for this EIR was distributed for public review on December 3, 2012; thus, the opening year for the proposed Project is assumed to be five years later (Year 2017). Therefore, for the purpose of the traffic impact analysis presented below, potential impacts to traffic and circulation are assessed for each of the following:

- Existing (2012) plus Project Conditions (1 scenario) (E+P)
- Opening Year (2017) without Project and Opening Year (2017) with Project (2 scenarios) ambient growth only (E+A and E+A+P, respectively).
- Opening Year Cumulative (2017) without Project and Opening Year Cumulative (2017) with Project (2 scenarios) ambient growth and cumulative development projects (E+A+C and E+A+C+P, respectively).

Information for Existing (2012) conditions is disclosed above in Subsection 4.4.2 and represents the baseline traffic conditions as they existed at the time this analysis was prepared (2012).

The Existing (2012) plus Project (E+P) analysis determines direct Project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the Project being placed upon existing conditions. Because the Project would not be fully built and occupied until after 2012, the E+P scenario is presented to disclose direct impacts as required by CEQA.

The Opening Year (2017) analysis determines the Project-related traffic impacts based on a comparison of the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions to the Existing (2012) and Existing plus Ambient Growth (E+A) conditions. The Opening Year (2017) conditions analysis uniquely identifies the specific traffic impacts associated with the development of the proposed Project. To account for background traffic, a total ambient growth from Existing (2012) conditions of 10.4% (2% per year over 5 years, compounded annually) is included for Opening Year (2017) conditions. Cumulative development projects are not included as part of the Opening Year (2017) analysis. The Opening Year (2017) analysis is intended to identify the direct impacts



associated solely with the development of the proposed Project based on the expected background growth within the study area.

The Opening Year Cumulative (2017) conditions analysis is utilized to determine if improvements funded through local and regional transportation mitigation fee programs such as the TUMF program, City of Moreno Valley Development Impact Fee (DIF) program, or other approved funding mechanism can accommodate the cumulative traffic at the target LOS identified in the City of Moreno Valley General Plan or planning documents of other jurisdictions. If the funded improvements can provide the target LOS, then the Project's payment into the TUMF and DIF is considered to be adequate cumulative mitigation as imposed through Conditions of Approval applied to the Project by the City of Moreno Valley. If other improvements are needed beyond the funded improvements (such as localized improvements to non-TUMF or non-DIF facilities), they are identified as such.

To account for background traffic in Opening Year Cumulative (2017), 53 other known cumulative development projects in the study area are included in addition to the 10.4% ambient. This comprehensive list of cumulatively projects was compiled from information provided by the City of Moreno Valley Planning Department.

#### C. Existing (2012) Plus Project Traffic Analysis (E+P)

For purposes of full disclosure and in an effort to satisfy CEQA Guidelines §15125(a), this subsection presents an analysis of existing traffic volumes plus traffic generated by the proposed Project (Existing plus Project, or E+P). The reason this particular analysis scenario is provided is to disclose the potential for direct impacts to the existing environment as required by CEQA. The E+P scenario rarely materializes as an actual scenario in the real world. The time period between the date when a Notice of Preparation for an EIR is issued and the date project buildout occurs can often be a period of several years or more. During this time period, conditions are not static. Other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore, the E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that exists when a particular project is constructed and becomes operational. Regardless, the E+P scenario is analyzed to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

Average daily traffic (ADT) for the E+P conditions is shown on Figure 4.4-22, *Existing Plus Project Average Daily Traffic (ADT)*, and AM and PM peak hour intersection turning movement volumes for E+P are shown on Figure 4.4-23, *Existing Plus Project AM Peak Hour Intersection Volumes*, and Figure 4.4-24, *Existing Plus Project PM Peak Hour Intersection Volumes*.

# □ E+P Roadway Segments Analysis

Roadway segment capacities for E+P conditions were analyzed based on the methodology discussed in Subsection 4.4.3B. Out of 28 study area roadway segments (Table 4.4-2), all segments would operate at an acceptable LOS (with 25 segments operating at LOS "A") with the addition of Project traffic to the existing condition. Table 4.4-15, *Existing Plus Project Conditions Roadway Volume/Capacity Analysis*, summarizes the E+P conditions roadway segment capacity analysis based on the LOS thresholds identified in Table 4.4-12 and Table 4.4-11; therefore, impacts to study area roadway segments under the E+P condition would be less than significant.



#### ☐ E+P Intersections Analysis

E+P peak hour traffic operations were evaluated for study area intersections based on the methodologies presented in Subsection 4.4.3B. In the E+P condition, of the 9 existing study area intersections, all intersections would operate at an acceptable LOS D or better during the peak hours. Table 4.4-16, *Intersection Analysis for Existing Plus Project Conditions*, summarizes the AM and PM peak hour study area intersection LOS for the Existing (2012) conditions plus the Project. Therefore, impacts to study area intersections under the E+P scenario would be less than significant.

# D. Opening Year Traffic Analysis (Opening Year (2017))

The Opening Year (2017) conditions analysis determines the Project-related traffic impacts based on a comparison of the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions to the Existing (2012) and Existing plus Ambient Growth (E+A) conditions. The Opening Year (2017) conditions analysis uniquely identifies the specific traffic impacts associated with the development of the proposed Project. The Opening Year (2017) analysis is intended to identify the project-specific impacts associated solely with the development of the proposed Project based on the expected background growth within the study area (Urban Crossroads, 2013, p. 81).

The intersection lane configurations and traffic controls assumed to be in place for Opening Year (2017) conditions are consistent with those assumed for existing conditions (see previous Figure 4.4-6) with the following exceptions:

- The analysis for the intersection of Perris Boulevard at San Michele Road assumes the following geometrics, which are anticipated to be in place by Year 2013: one northbound left turn lane, two northbound through lanes, one northbound shared through-right turn lane, one southbound left turn lane, two southbound though lanes, one southbound shared through-right turn lane, one eastbound left turn lane, one eastbound through lane, one eastbound right turn lane, one westbound left turn lane, one westbound through lane and one westbound right turn lane.
- The analysis for the intersection of Perris Boulevard at Nandina Avenue assumes the following geometrics, which are anticipated to be in place by Year 2013: one northbound left turn lane, two northbound through lanes, one northbound shared through-right turn lane, one southbound left turn lane, three southbound through lanes, one southbound right turn lane with overlap phasing, one eastbound left turn lane, one eastbound through lane, one eastbound shared through-right turn lane, one westbound left turn lane, one westbound through lane and one westbound right turn lane.
- At Project driveways and those facilities assumed to be constructed by the Project to
  provide site access are also assumed to be in place for Opening Year (2017) with Project
  conditions only.

ADT volumes for the Opening Year (2017) Without Project (E+A) conditions are shown on Figure 4.4-25, *Opening Year* (2017) Without Project Average Daily Traffic (ADT), and AM and PM peak hour intersection turning movement volumes for Opening Year (2017) Without Project (E+A) conditions are shown on Figure 4.4-26, *Opening Year* (2017) Without Project AM Peak Hour



Intersection Volumes, and Figure 4.4-27, Opening Year (2017) Without Project PM Peak Hour Intersection Volumes. ADT volumes for the Opening Year (2017) With Project (E+A+P) conditions are shown on Figure 4.4-28, Opening Year (2017) With Project Average Daily Traffic (ADT), and AM and PM peak hour intersection turning movement volumes for Opening Year (2017) With Project (E+A+P) conditions are shown on Figure 4.4-29, Opening Year (2017) With Project AM Peak Hour Intersection Volumes, and Figure 4.4-30, Opening Year (2017) With Project PM Peak Hour Intersection Volumes.

# Opening Year (2017) Roadway Segments Analysis

Roadway segment capacities for Opening Year (2017) Without Project (E+A) and with Project (E+A+P) conditions were determined based on the methodology discussed in Subsection 4.4.3B. Table 4.4-17, *Opening Year (2017) Conditions Roadway Volume/Capacity Analysis1*, summarizes the Opening Year (2017) Without Project (E+A) and With Project (E+A+P) conditions roadway segment capacity analysis based on the LOS thresholds identified in Table 4.4-11. As shown in Table 4.4-17, all 28 roadway segments within the study area would operate at an acceptable LOS under the E+A scenario. With the addition of Project traffic for Opening Year (2017) (E+A+P), all 28 roadway segments would continue to operate at an acceptable LOS; therefore, the proposed Project would result in a less than significant impact to study area road segments under opening year (2017) conditions.

# Opening Year (2017) Intersections Analysis

Opening Year (2017) Without Project (E+A) and With Project (E+A+P) peak hour traffic operations were evaluated for study area intersections based on the methodologies presented in Subsection 4.4.3B. Table 4.4-18, *Intersection Analysis for Opening Year (2017) Conditions*, summarizes the Opening Year (2017) Without Project (E+A) peak hour traffic operations. As shown in Table 4.4-18, all 13 study area intersections would operate at an acceptable LOS during peak hours in the E+A condition.

As shown on Table 4.4-18, with the addition of Project traffic (E+A+P) and implementation of improvements to Perris Boulevard by the Project Applicant along the Project site's frontage, all 13 study area intersections would operate at an acceptable LOS D or better. The Project would not contribute to a deficient LOS at any study area intersection; therefore, the Project's impact to intersections is less than significant (Urban Crossroads, 2013, pp. 81-90).

# E. Opening Year Cumulative Traffic Analysis (Cumulative (2017))

As discussed in Subsection 4.02, CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. The Opening Year Cumulative (2017) analysis determines the Project-related traffic impacts based on a comparison of the traffic volumes expected in 2017 without and with development of the proposed Project, including background traffic from cumulative development projects. To account for background traffic, 53 other known cumulative development projects in the study area were included in addition to 10.4% of ambient growth (refer to Subsection 4.4.3B, for a description of the methodology used for this analysis). The analysis of cumulative traffic impacts for Opening Year (2017) uses the methodology that is required by the *City of Moreno Valley TIA Preparation Guide* (dated August 2007). The lane configurations



and traffic controls assumed to be in place for Opening Year Cumulative (2017) conditions are the same as described above for Opening Year (2017) conditions (Urban Crossroads, 2013, p. 99).

ADT volumes for the Opening Year Cumulative (2017) Without Project (E+A+C) conditions are shown on Figure 4.4-31, *Opening Year Cumulative* (2017) Without Project Average Daily Traffic (ADT), and AM and PM peak hour intersection turning movement volumes for Opening Year Cumulative (2017) Without Project (E+A+C) conditions are shown on Figure 4.4-32, *Opening Year Cumulative* (2017) Without Project AM Peak Hour Intersection Volumes, and Figure 4.4-33, *Opening Year Cumulative* (2017) Without Project PM Peak Hour Intersection Volumes.

ADT volumes for the Opening Year Cumulative (2017) With Project (E+A+C+P) conditions are shown on Figure 4.4-34, *Opening Year Cumulative* (2017) With Project Average Daily Traffic (ADT), and AM and PM peak hour intersection turning movement volumes for Opening Year Cumulative (2017) With Project (E+A+C+P) conditions are shown on Figure 4.4-35, *Opening Year Cumulative* (2017) With Project AM Peak Hour Intersection Volumes, and Figure 4.4-36, *Opening Year Cumulative* (2017) With Project PM Peak Hour Intersection Volumes.

# Opening Year Cumulative (2017) Roadway Segments Analysis

Roadway segment capacities for Opening Year Cumulative (2017) Without Project (E+A+C) and With Project (E+A+P) conditions were analyzed based on the methodology discussed in Subsection 4.4.3B.

Table 4.4-19, *Opening Year Cumulative (2017) Conditions Roadway Volume/Capacity Analysis*, identifies the LOS of study area roadway segments under Opening Year Cumulative (2017) conditions for both with and without Project traffic. Additionally, Table 4.4-19 summarizes the Opening Year Cumulative (2017) Without Project (E+A+C) and With Project (E+A+C+P) LOS based on the thresholds identified in Table 4.4-13. As shown in Table 4.4-19, under E+A+C conditions, 21 of the 28 study area roadway segments would operate at an acceptable LOS without the addition of Project traffic, while seven (7) roadway segments would operate at an unacceptable LOS. As shown in Table 4.4-19, with the addition of Project traffic, the LOS for all study area roadway segments would remain unchanged. As such, Project traffic would not directly cause any roadway segments to degrade to a deficient LOS under Opening Year Cumulative (2017) conditions. Because the Project would add 50 or more peak hour trips to these seven (7) segments, the impact is considered a significant cumulative impact. The seven (7) cumulatively impacted segments are:

- Harley Knox Boulevard, between I-215 NB Ramps and Western Way;
- Harley Knox Boulevard, East of Western Way;
- Harley Knox Boulevard, West of Patterson Avenue;
- Harley Knox Boulevard, East of Patterson Avenue;
- Harley Knox Boulevard, West of Indian Street;
- Indian Street, South of Nandina Avenue;
- Indian Street, North of Harley Knox Boulevard



An analysis of these roadway segments by Urban Crossroads concluded that all of the roadway segments are anticipated to operate at acceptable LOS with improvements to adjacent study area intersections (including the addition of some through lanes) without the need for additional roadway widening discussed in Subsection 4.4.8 (Urban Crossroads, 2013, p. 106).

# Opening Year Cumulative (2017) Intersections Analysis

Opening Year Cumulative (2017) Without Project (E+A+C) and With Project (E+A+C+P) peak hour traffic operations were evaluated for study area intersections based on the methodologies presented in Subsection 4.4.3B. As shown in Table 4.4-20, *Intersection Analysis for Opening Year Cumulative* (2017) Conditions, eight (8) of the 13 study area intersections would operate at an acceptable LOS, while the remaining five (5) intersections would operate at unacceptable LOS "F" during one or both of the peak hours for Opening Year (2017) Without Project (E+A+C) conditions.

Figure 4.4-32 and Figure 4.4-33, summarize the AM and PM peak hour study area intersection LOS for Opening Year (2017) Without Project (E+A+C) conditions. Figure 4.4-35 and Figure 4.4-36 summarize the AM and PM peak hour study area intersection LOS for Opening Year (2017) With Project (E+A+C+P) conditions, consistent with the summary provided in Table 4.4-19.

As shown in Table 4.4-20, the addition of Project traffic would not cause any additional study area intersections to operate at unacceptable peak hour LOS beyond those previously identified under Opening Year Cumulative (2017) Without Project conditions (E+A+C). The intersection of Perris Boulevard at Nandina Avenue is anticipated to operate at acceptable peak hour operations with the site-adjacent Project improvements in place along Perris Boulevard. Because Project traffic would contribute 50 or more peak hour trips to the five (5) remaining intersections that would be impacted under E+A+C+P conditions, Project impacts to these five (5) intersections, listed below, would be cumulatively significant.

- I-215 Southbound Ramps/ Harley Knox Boulevard;
- I-215 Northbound Ramps/ Harley Knox Boulevard;
- Western Way/ Harley Knox Boulevard;
- Patterson Avenue/ Harley Knox Boulevard;
- Indian Street/ Harley Knox Boulevard;

Threshold 2: Would the proposed Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Riverside County Congestion Management Plan (CMP) prepared by the Riverside County Transportation Commission (RCTC) is applicable to the Project because I-215 is a CMP Roadway and occurs within the Project's study area (Riverside County Transportation Commission, 2010, pp. 2-5).

The study area for the mainline analysis includes segments of the I-215 Freeway, from north of and south of Harley Knox Boulevard, and includes the freeway-to-arterial interchanges of the I-215



Freeway with the Harley Knox Boulevard ramps. As shown on Figure 4.4-2, *Project (Passenger Car) Trip Distribution*, it is estimated that 40% of passenger cars accessing the Project site would use I-215. As shown on Figure 4.4-3, *Project (Truck) Trip Distribution*, it is estimated that 100% of trucks accessing the Project site would use I-215.

For the purpose of analysis, I-215 in the study area (from north of Harley Knox Boulevard to south of Harley Knox Boulevard) has been broken into segments defined by the freeway-to-arterial interchange locations. As noted previously, the RCTC has plans in place for the widening of I-215 through the study area; however, a schedule for the widening has not been set due to the state's ongoing budget challenges (Urban Crossroads, 2013, p. 24). As such, the future widening was not assumed as the base condition. Widening of the I-215 Freeway as planned by RCTC is noted in the analysis of future conditions as "with improvements" only. The same analysis scenarios presented above under Threshold 1 (E+P, E+A+P, and E+A+C+P) are analyzed below and in *Technical Appendix F*.

#### A. Existing (2012) Plus Project CMP Analysis (E+P)

As previously stated, for purposes of full disclosure and in an effort to satisfy CEQA Guidelines §15125(a), this subsection presents an analysis of existing traffic volumes plus traffic generated by the proposed Project (Existing plus Project, or E+P). The E+P scenario rarely materializes as an actual scenario in the real world because conditions are not static. Other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Regardless, the E+P scenario is analyzed to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

#### □ E+P Freeway Segment Analysis

E+P mainline directional volumes for I-215 for the AM and PM peak hours are shown on Figure 4.4-37, *Existing Plus Project I-215 Freeway Mainline Volumes*. As shown in Table 4.4-21, *Existing Plus Project Conditions Basic Freeway Segment Analysis*, I-215 Freeway segments in the study area operate at LOS "C" or better during the peak hours for E+P traffic conditions. The addition of Project traffic would not degrade the LOS. Project-related impacts would thus be less than significant.

#### ☐ E+P Freeway Ramp Analysis

A traffic progression analysis was performed for the I-215 Freeway ramp merge and diverge areas. As shown in Table 4.4-22, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing Plus Project Conditions*, the ramp merge and diverge areas would operate at acceptable LOS "E" or better during the peak hours under E+P traffic conditions. The addition of Project traffic would not degrade the LOS. Project-related impacts would thus be less than significant.

# B. Opening Year CMP Analysis (Opening Year (2017))

The Opening Year (2017) conditions analysis determines the Project-related effects on I-215 based on a comparison of the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions to the Existing (2012) and Existing plus Ambient Growth (E+A) conditions.



# Opening Year (2017) Freeway Segment Analysis

Opening Year (2017) mainline directional volumes for I-215 for the AM and PM peak hours (Without and With Project) are shown on Figure 4.4-38, *Opening Year* (2017) *Without Project I-215 Freeway Mainline Volumes*, and Figure 4.4-39, *Opening Year* (2017) *With Project I-215 Freeway Mainline Volumes*. As shown in Table 4.4-23, *Opening Year* (2017) *Conditions Basic Freeway Segment Analysis*, I-215 Freeway segments in the study area would operate at an acceptable LOS during the peak hours for Opening Year (2017) Without and With Project traffic conditions. Project-related impacts would thus be less than significant.

# Opening Year (2017) Freeway Ramp Analysis

As shown in Table 4.4-24, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year* (2017) Conditions, the I-215 Freeway ramp merge and diverge areas are expected to operate at acceptable service levels for Opening Year (2017) traffic conditions, both Without and With the Project. Project-related impacts would thus be less than significant.

# C. Opening Year Cumulative (2017) Traffic Analysis

As discussed in Subsection 4.02, CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. The Opening Year Cumulative (2017) analysis determines the Project-related traffic impacts based on a comparison of the traffic volumes expected in 2017 without and with development of the proposed Project, including background traffic from cumulative development projects. Refer to Subsection 4.4.3B, for a description of the methodology used for this analysis.

#### ☐ Opening Year Cumulative (2017) Freeway Segment Analysis

Opening Year Cumulative (2017) mainline directional volumes for I-215 for the AM and PM peak hours (without and with Project) are shown on Figure 4.4-40, *Opening Year Cumulative* (2017) Without Project I-215 Freeway Mainline Volumes, and Figure 4.4-41, *Opening Year Cumulative* (2017) With Project I-215 Freeway Mainline Volumes. As shown in Table 4.4-25, *Opening Year Cumulative* (2017) Conditions Basic Freeway Segment Analysis, the study area mainline segments would operate at acceptable LOS during the peak hours for Opening Year Cumulative (2017) Without and With Project traffic conditions; therefore, the Project would have a less than significant impact to freeway segments.

#### Opening Year Cumulative (2017) Freeway Ramp Analysis

As shown in Table 4.4-26, *I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year Cumulative (2017) Conditions*, the ramp junctions along the I-215 Freeway are projected to operate at acceptable service levels for both Opening Year (2017) Without and With Project conditions (i.e., LOS "E" or better); therefore, the Project would have a less than significant impact to freeway ramps.



Threshold 3: Would the proposed Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed Project does not contain an air travel component; thus, air traffic volumes would not be changed as a result of the Project.

The Project site is located approximately 0.9-mile to the east of the March Air Reserve Base and March Inland Port Airport ARB/IPA. The Riverside County Airport Land Use Commission (RCALUC) is the local airport land use commission for airports within Riverside County, and pursuant to the California State Aeronautics Act (Public Utility Code §21670 et seq.) is tasked with preparing and adopting an airport land use compatibility plan, and for reviewing proposed plans, regulations, and other actions of local agencies and airport operators for consistency with the plan.

The proposed Project site is located within the March ARB Joint Land Use Study Compatibility Zone D. Compatibility Zone D is intended to encompass places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are considered low and Zone D is not subject to significant safety hazards; therefore, the proposed Project would not introduce a safety risk and would not cause a change in traffic patterns. No impacts would occur (March Joint Powers Authority, 2010).

# Threshold 4: Would the proposed Project substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

The proposed Project (described in Section 3.0, Project Description) is consistent with the property's land use designations as applied by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208), as well as the property's zoning designation. As such, there would be no transportation hazards created as a result of an incompatible land use. The Project proposes to construct and operate one warehouse distribution building in an area of the City of Moreno Valley that is planned for such development and is adjacent to the City's designated truck route. To reduce inadvertent wrong turns, signs are proposed to be posted at the Project's exit driveways directing vehicles to the truck route.

The City of Moreno Valley Transportation Engineering Division has reviewed the Project's application materials (refer to Section 3.0, Project Description) and determined that no hazardous transportation design features would be introduced by the Project; therefore, the Project would have a less than significant impact because it would not result in increased hazards from a design feature and/or incompatible uses.

#### Threshold 5: Would the proposed Project result in inadequate emergency access?

Adequate emergency access would be provided to the Project site. Buildout of the proposed Project would result in one new distribution warehouse building on the Project site, which would increase the need for emergency access to and from the site. During the course of the City of Moreno Valley's



required review of the proposed Project (refer to Section 3.0, Project Description), the Project's transportation design was reviewed by the City's Transportation Engineering Division to ensure that adequate access to and from the site would be provided for emergency vehicles. Furthermore, Conditions of Approval will be issued by the City of Moreno Valley prior to consideration of the proposed Project by City Council, and will require that the Project provide adequate paved access to and from the site and its building. With required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

Threshold 6: Would the proposed Project conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed Project consists of one new distribution warehouse building, which is a land use that is not likely to attract large volumes of pedestrian, bicycle, or transit traffic. (Field observations indicate nominal pedestrian and bicycle activity within the study area (Urban Crossroads, 2013, p. 35)). Regardless, the Project is designed to comply with all applicable transportation policies.

The Project is designed to accommodate pedestrians via sidewalks provided along adjacent public roadways. A Class III bikeway is designated along Indian Street north of San Michele Road and along San Michele Road, west of Indian Street, in conformance with the General Plan's Bikeway Plan. Perris Boulevard and Nandina Avenue are not identified as bikeways per the General Plan Bikeway Plan (as shown on Figure 4.4-12) and pursuant to the policies of the MVIAP, bikeways are not required and not proposed along the proposed Project's frontage with Perris Boulevard and Nandina Avenue. Landscaping is designed to be installed along the Project's perimeter, which would separate the adjacent public roadway rights-of-way (and their associated streetscapes, sidewalks, and bikeways) from the proposed Project's interior, eliminating any conflict between Project operations and the sidewalks and bikeways of perimeter roadways. As required by the City, bike racks would be provided at the building. A transit turnout also is proposed along the Project's frontage with Perris Boulevard, as requested by RTA to implement a transit service stop adjacent to the Project site. All Project driveways would be stop-sign controlled and sight distance at each Project driveway is required to be reviewed by the City of Moreno Valley at the time improvement plans are submitted to ensure that sight distance meets City standards. Off site, trucks accessing the Project are required to use approved truck routes, which would reduce conflicts associated with safety of the multi-model circulation system. The Project would not conflict with adopted policies or programs; therefore, impacts would be less than significant.

#### 4.4.5 CUMULATIVE IMPACT ANALYSIS

The analysis under Threshold 1 determined the Project's potential to affect the transportation network on a direct or cumulative basis. As concluded under Threshold 1, the addition of Project traffic to the existing and planned circulation network would make a cumulatively considerable contribution to seven (7) roadway segments and five (5) intersections in Opening Year Cumulative (2017) Conditions. Table 4.4-20 summarizes the Opening Year Cumulative (2017) intersection conditions.

The analysis under Threshold 2 determined the Project's potential to affect I-215 on a direct or cumulative basis. As concluded under Threshold 2, the addition of Project traffic to the existing and



planned circulation network would not contribute to an unacceptable LOS condition on freeway mainlines and ramp junctions; therefore, the Project would make a less than cumulatively considerable impact on the I-215 freeway mainline segments and ramp junctions.

The proposed Project has no potential to contribute to significant cumulative impacts under the topics discussed under Thresholds 3, 4, and 5 because the Project has no potential to cumulatively result in changes to air traffic patterns, to result in cumulatively considerable transportation design safety concerns, or to adversely affect emergency access on a cumulative basis.

Regarding Threshold 6, the Project would not conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities and thus has no potential to contribute to a cumulative impact. The Project incorporates bicycle racks, sidewalks, and a transit turnout into its design to facilitate local and regional plans for a multi-model transportation network. The Project consists of one distribution warehouse building, which is likely to attract passenger cars and trucks and only small volumes of pedestrian, bicycle, or transit traffic. Landscaping is designed to be installed along the Project's perimeter and all Project driveways would be reviewed for adequate sight distance before construction and be stop-sign controlled. Trucks would be directed to the approved truck route by signs posted at Project exit driveways. The Project would have a less than significant cumulatively considerable impact and is consistent with adopted policies and programs regarding public transit, bicycle, and pedestrian facilities.

#### 4.4.6 APPLICABLE PROJECT REQUIREMENTS

The following is a list of requirements and/or conditions to which the Project would be required to adhere. Improvements to the local roadway system are proposed by the Project, and will be enforced as part of the Conditions of Approval issued for the Project by the City of Moreno Valley, which will be issued by the City of Moreno Valley prior to consideration of the proposed Project by the City Council.

- PR 4.4-1 The Project will construct roadway improvements (including but not limited to parkway, landscaping, and sidewalk improvements) along its frontage with Perris Boulevard and San Michele Road as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.
- PR 4.4-2 The Project will construct intersection improvements at each Project Driveway as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.
- PR 4.4-3 The Project shall comply with the City of Moreno Valley Development Impact Fee (DIF) program, which requires the payment of a fee to the City to reduce traffic congestion by participating in funding the installation of intersection improvements. The project also shall comply with the Transportation Uniform Mitigation Fee (TUMF) program, which funds off-site regional transportation improvements. The following study area intersection improvements are currently covered under DIFfunding and/or TUMF-funding:

- a) I-215 Southbound Ramps/ Harley Knox Boulevard (ID #1): One (1) southbound lane; one (1) westbound lane; and re-striping for one southbound lane and one southbound right turn.
- b) I-215 Northbound Ramps/ Harley Knox Boulevard (ID #2): One westbound free right lane, and re-striping for one (1) northbound right turn lane.
- c) Patterson Avenue/ Harley Knox Boulevard (ID #4): One (1) eastbound turn lane, and one (1) westbound turn lane.
- d) Indian Street/ Nandina Avenue (ID #5): One (1) northbound turn lane; one (1) southbound turn lane; one (1) southbound right turn lane; one (1) eastbound lane; and protected left-turn on eastbound and westbound approaches.
- e) Indian Street/ Harley Knox Boulevard (ID #6): Two (2) southbound right turn lanes with overlapping phasing; one (1) eastbound lane; one (1) eastbound turn lane; and remove cross-walk on north leg (westbound approach).
- f) Perris Boulevard/ San Michele Road (ID #12): One southbound turn lane.
- PR 4.4-4 On-site direction signing and striping is required to be installed in conjunction with detailed construction plans for the Project and as approved by the City of Moreno Valley. The on-site signing and striping plans shall be subject to review and approval by the Planning Division, and shall clearly indicate the location of service area docks and public parking areas.
- PR 4.4-5 All final grading, landscaping, and street improvement plans are required to provide sight distance standards in accordance with City of Moreno Valley and California Department of Transportation (Caltrans) standards, as appropriate.
- PR 4.4-6 The minimum number of vehicle and bicycle parking spaces specified by the City of Moreno Valley Municipal Code is required to be provided.
- PR 4.4-7 A future transit stop will be provided by the Project on the southbound side of Perris Boulevard as specified in the City of Moreno Valley's Conditions of Approval for Plot Plan PA12-0023.

#### 4.4.7 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold 1: Significant Cumulative Impact (Near-Term). The proposed Project would result in cumulatively considerable significant impacts to the existing and planned roadway network by contributing traffic to facilities that would operate at deficient levels of service with or without the addition of Project traffic. Project traffic would make a cumulatively considerable contribution to identified cumulative impacts at seven (7) roadway segments and five (5) intersections in Opening Year Cumulative (2017) Conditions. With required payment of City of Moreno Valley DIF fees and TUMF fees (see PR 4.4-3) and implementation of the DIF and TUMF-funded improvements at the cumulatively impacted facilities, all cumulatively impacted roadway segments and intersections in Opening Year Cumulative (2017) Conditions would be reduced to a less than significant impact with

the exception of two (2) intersections: Western Way/Harley Knox Boulevard (Project's traffic contribution is 3.3%) and Indian Street/ Harley Knox Boulevard (Project's traffic contribution is 3.5%)). Although improvements are anticipated to relieve these deficiencies in the long-term along Harley Knox Boulevard, funded by the North Perris Road Bridge and Benefit District, there is no assurance that the improvements will be in place at the time of the proposed Project's Opening Year Cumulative (2017) Conditions. Thus, the cumulative impact is considered a near-term impact, until such time as the intersection improvements are in place.

<u>Threshold 2: Less than Significant Impact.</u> The proposed Project would result in less than significant direct and cumulative impacts to CMP facilities.

<u>Threshold 3: No Impact</u>. There is no potential for the Project to change air traffic levels or create substantial air traffic safety risks.

<u>Threshold 4: Less than Significant Impact</u>. No significant transportation safety hazards would be introduced as a result of the proposed Project's design.

<u>Threshold 5: Less than Significant Impact</u>. Adequate emergency access would be provided to the Project site during both near-term construction and long-term operation.

<u>Threshold 6: Less than Significant Impact</u>. The proposed Project is consistent with adopted policies and programs regarding public transit, bicycle, and pedestrian facilities. The Project is designed to reduce all potential transportation mode conflicts. Potential impacts to the performance or safety of transit, bicycle, and pedestrian systems would be less than significant.

#### 4.4.8 MITIGATION MEASURES

The Project Applicant is required to pay TUMF fees (see PR 4.4-3); however, currently programed TUMF improvements will not relieve LOS deficiencies at two (2) study area intersections. The North Perris Road and Bridge Benefit District (RBBD) identifies improvements to Harley Knox Boulevard and the two cumulatively impacted intersections of Harley Knox Boulevard with Western Way and with Indian Avenue. However, because the Project site is not located in the City of Perris and not located in the North Perris RBBD fee area, the Project Applicant is not required to monetarily contribute to the expense of these planned improvements. The following measure is recommended should another funding program be established for these cumulatively impacted intersections by the City of Perris to which projects in other jurisdictions can legally contribute.

- MM 4.4-1 In the event that the City of Perris establishes a fair-share funding program for improvements to the following intersections (or immediately adjacent roadways segments that contribute to the intersection's level of service), that applies to projects in the City of Moreno Valley, then prior to the issuance of a building permit for the project, the Project Applicant shall contribute a fair-share payment to the established funding program to address the Project's cumulative impacts to the following facilities:
  - a) Intersection of Western Way/ Harley Knox Boulevard (Project's fair-share contribution is 3.3%);



b) Intersection of Indian Street/ Harley Knox Boulevard (Project's fair-share contribution is 3.5%)

#### 4.4.9 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

Threshold 1: Significant Cumulative Impact (Near-Term). With required payment of TUMF fees (see PR 4.4-3), the Project's cumulative impacts at two (2) intersections in the City of Perris (Western Way/Harley Knox Boulevard and Indian Street/Harley Knox Boulevard) would be significant and unavoidable because these intersections fall outside of the City of Moreno Valley's jurisdiction and the City of Moreno Valley has no authority to assure that the needed improvements will be in place prior to the Project's Opening Year Cumulative (2017) condition. Although needed improvements are programmed as part of the North Perris RBBD, the proposed Project is not in the RBBD fee area and as such, has no feasible and legal means to monetarily contribute to the improvements unless another fee program is established by the City of Perris to which the Project Applicant can legally contribute. In conclusion, because there is no assurance that these improvements would be in place prior to the Project's Opening Year Cumulative (2017) condition, the Project's cumulative impact to the intersections of Western Way/ Harley Knox Boulevard and Indian Street/Harley Knox Boulevard is concluded to be significant and unavoidable in the near-term, until such time as the identified improvements are funded and in place. If a funding program is established to which the Project Applicant can participate as specified in Mitigation Measure MM 4.4-1, the Project's impact would be mitigated.

Table 4.4-1 Project Trip Generation Summary

		А	M Peak H	our	P				
Land Use	Quantity	Units	In	Out	Total	In	Out	Total	Daily
Parcel 1 (High-Cube Warehouse)	400.130	TSF							
Passenger Cars:			11	6	17	6	12	18	265
Truck Trips:									
2-axle:			2	1	3	1	2	4	53
3-axle:			7	4	10	4	7	11	160
4+-axle:			24	13	37	13	27	41	588
- Net Truck Trips (PCE) <sup>2</sup>			33	18	50	18	37	56	801
First Inland Logistics Center II (PCE) <sup>3</sup>			43	23	67	24	50	74	1,066

<sup>1</sup> TSF = Thousand Square Feet.

Source: (Urban Crossroads, 2013), Section 4.2

Table 4.4-2 Roadway Segment Analysis Locations

ID	Roadway Segments	Jurisdiction
1	Harley Knox Boulevard, West of I-215 Freeway	County of Riverside
2	Harley Knox Boulevard, between I-215 SB and NB Ramps	Perris
3	Harley Knox Boulevard, between I-215 NB Ramps and Western Way	Perris
4	Harley Knox Boulevard, East of Western Way	Perris
5	Harley Knox Boulevard, West of Patterson Avenue	Perris
6	Harley Knox Boulevard, East of Patterson Avenue	Perris
7	Harley Knox Boulevard, West of Indian Street	Perris
8	Harley Knox Boulevard, East of Indian Street	Perris
9	Western Way, North of Harley Knox Boulevard	Perris
10	Patterson Avenue, North of Harley Knox Boulevard	Perris
11	Patterson Avenue, South of Harley Knox Boulevard	Perris
12	Indian Street, North of Nandina Avenue	Moreno Valley
13	Indian Street, South of Nandina Avenue	Moreno Valley
14	Indian Street, North of Harley Knox Boulevard	Moreno Valley
15	Indian Street, South of Harley Knox Boulevard	Perris
16	Knox Street, North of Nandina Avenue	Moreno Valley
17	Perris Boulevard, North of San Michele Road	Moreno Valley
18	Perris Boulevard, South of San Michele Road	Moreno Valley
19	Perris Boulevard, North of Nandina Avenue	Moreno Valley
20	Perris Boulevard, South of Nandina Avenue	Moreno Valley
21	San Michele Road, West of Driveway 1	Moreno Valley
22	San Michele Road, between Driveway 1 and Driveway 3	Moreno Valley
23	San Michele Road, between Driveway 3 and Perris Boulevard	Moreno Valley
24	Nandina Avenue, West of Indian Street	Moreno Valley
25	Nandina Avenue, between Indian Street and Knox Street	Moreno Valley
26	Nandina Avenue, between Knox Street and Driveway 2	Moreno Valley
27	Nandina Avenue, between Driveway 2 and Driveway 4	Moreno Valley
28	Nandina Avenue, between Driveway 4 and Perris Boulevard	Moreno Valley

Source: (Urban Crossroads, 2013), Section 1.3.2

<sup>&</sup>lt;sup>2</sup> Based on the following Passenger Car Equivalent Factors: 2-axle = 1.5 PCE, 3-axle = 2.0 PCE, 4+-axle = 3.0 PCE. (See Table 1)

 $<sup>^3</sup>$  TOTAL TRIPS (PCE) = Passenger Cars + Net Truck Trips (PCE).



# Table 4.4-3 Intersection Analysis Locations

ID	Intersection Location	Jurisdiction
1	I-215 Southbound Ramps / Harley Knox Boulevard	Caltrans
2	I-215 Northbound Ramps / Harley Knox Boulevard	Caltrans
3	Western Way / Harley Knox Boulevard	Perris
4	Patterson Avenue / Harley Knox Boulevard	Perris
5	Indian Street / Nandina Avenue	Moreno Valley
6	Indian Street / Harley Knox Boulevard	Perris
7	Knox Street / Nandina Avenue	Moreno Valley
8	Driveway 1 / San Michele Road – Future Intersection	Moreno Valley
9	Driveway 2 / Nandina Avenue – Future Intersection	Moreno Valley
10	Driveway 3 / San Michele Road – Future Intersection	Moreno Valley
11	Driveway 4 / Nandina Avenue – Future Intersection	Moreno Valley
12	Perris Boulevard / San Michele Road	Moreno Valley
13	Perris Boulevard / Nandina Avenue	Moreno Valley

Source: (Urban Crossroads, 2013), Section 1.3.1

Table 4.4-4 Freeway Mainline Segments

ID	Freeway Mainline Segments
1	I-215 Freeway – Southbound, north of Harley Knox Boulevard
2	I-215 Freeway – Southbound, south of Harley Knox Boulevard
3	I-215 Freeway – Northbound, north of Harley Knox Boulevard
4	I-215 Freeway – Northbound, south of Harley Knox Boulevard

Source: (Urban Crossroads, 2013). 2012, Section 1.3.3

Table 4.4-5 Freeway Merge/Diverge Ramp Junctions

ID	Freeway Merge/Diverge Ramp Junctions								
1	I-215 Freeway – Southbound, Off-Ramp at Harley Knox Boulevard (Diverge)								
2	I-215 Freeway – Southbound, On-Ramp at Harley Knox Boulevard (Merge)								
3	I-215 Freeway – Northbound, On-Ramp at Harley Knox Boulevard (Merge)								
4	I-215 Freeway – Northbound, Off-Ramp at Harley Knox Boulevard (Diverge)								

Source: (Urban Crossroads, 2013), Section 1.3.4

# Table 4.4-6 Existing (2012) Conditions Roadway Volume/Capacity Analysis

			*	Roadway	LOS	Existing			Acceptable
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,3</sup>	(2012)	V/C	LOS	LOS
1		West of I-215 Freeway	Co. of Riv.	4D	35,900	7,884	0.22	Α	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35,900	10,824	0.30	Α	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	14,844	0.57	Α	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	14,052	0.54	Α	D
5	Boulevard	West of Patterson Avenue	Perris	4U	25,900	13,992	0.54	Α	D
6		East of Patterson Avenue	Perris	2D	18,000	13,152	0.73	С	D
7		West of Indian Street	Perris	4D	35,900	11,592	0.32	Α	D
8		East of Indian Street	Perris	4D	35,900	5,856	0.16	Α	D
9	Western Way	North of Harley Knox Boulevard	Perris	2U	13,000	1,200	0.09	Α	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	132	0.01	Α	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,236	0.10	Α	D
12		North of Nandina Avenue	MV	2D	12,500	3,672	0.29	Α	D
13	Indian Street	South of Nandina Avenue	MV	4D	37,500	6,168	0.16	Α	D
14	inulan Street	North of Harley Knox Boulevard	MV	4D	37,500	7,572	0.20	Α	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	1,428	0.04	А	D
16	Knox Street	North of Nandina Avenue	MV	2D	12,500	324	0.03	Α	D
17		North of San Michele Road	MV	3D	25,000	18,960	0.76	С	D
18	Perris	South of San Michele Road	MV	4D	37,500	16,932	0.45	Α	D
19	Boulevard	North of Nandina Avenue	MV	4D	37,500	19,962	0.53	Α	D
20		South of Nandina Avenue	MV	4D	37,500	19,956	0.53	Α	D
21	San Michele	West of Driveway 1	MV	2D	12,500	3,444	0.28	Α	D
22	Road	Driveway 1 to Driveway 3	MV	2D	12,500	3,444	0.28	Α	D
23		Driveway 3 to Perris Boulevard	MV	2D	12,500	3,444	0.28	Α	D
24		West of Indian Street	MV	2U	12,500	1,236	0.10	Α	D
25	Nandina	Indian Street to Knox Street	MV	2D	12,500	2,340	0.19	Α	D
26	Avenue	Knox Street to Driveway 2	MV	2D	12,500	1,608	0.13	Α	D
27		Driveway 2 to Driveway 4	MV	2U	12,500	1,068	0.09	Α	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	1,068	0.09	Α	D

<sup>&</sup>lt;sup>1</sup> Per Figure 9-2: City of Moreno Valley Level of Service (LOS) Standards, City of Moreno Valley General Plan Circulation Element. From Table CE-2 of the City of Perris General Plan Circulation Element.

which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "D" capacity with the exception of segments along SR-74 and Cajalco/Ramona Expressway which have been based upon LOS "E" capacity.

Source: (Urban Crossroads, 2013). 2012, Section 3.11

<sup>&</sup>lt;sup>2</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's Traffic Impact Analysis
Transportation Division's Traffic Impact Analysis Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

<sup>&</sup>lt;sup>3</sup> The City of Perris roadway standard capacity is LOS "D", with the exception of SR-74 and Cajalco/Ramona Expressway



Table 4.4-7 Unsignalized Intersection LOS Thresholds

Level of Service	Description	Average Control Per Vehicle (Seconds)
A	Little or no delays.	0 to 10.00
В	Short traffic delays.	10.01 to 15.00
С	Average traffic delays.	15.01 to 25.00
D	Long traffic delays.	25.01 to 35.00
Е	Very long traffic delays.	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded.	> 50.00

Source: (Urban Crossroads, 2013), Section 2.2.2

Table 4.4-8 Intersection Analysis for Existing (2012) Conditions

г					Intersection Approach Lanes <sup>1</sup>						Del	lay <sup>2</sup>	Lev	el of					
			Traffic	Northbound		So	Southbound		Eastbound		Westbound		und	(secs.)		Service			
#	Intersection	Jurisdiction	Control <sup>3</sup>	L	τ	R	L	Ţ	R	L	T	R	L	T	R	AM	PM	AM	PM
1	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	0	0	0	0	1	1	0	2	d	1	2	0	23.7	26.8	С	С
2	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	0	1	1	0	0	0	1	2	0	0	2	d	17.7	18.1	В	В
3	Western Wy. / Harley Knox Bl.	Perris	CSS	0	0	0	0	1	0	0	2	0	0	2	0	11.7	13.0	В	В
4	Patterson Av. / Harley Knox Bl.	Perris	TS	0	1	0	0	1	0	1	1	1	1	1	0	17.9	17.6	В	В
5	Indian St. / Nandina Av.4	MV	AWS	1	1	d	1	1	0	0	1	0	1	1	1	9.5	10.6	Α	В
6	Indian St. / Harley Knox Bl.	Perris	TS	2	2	1	1	2	0>	1	1	1	2	2	0	30.8	29.3	С	С
7	Knox St. / Nandina Av.	MV	CSS	0	0	0	1	0	1	1	1	0	0	1	0	9.1	9.3	Α	Α
8	Driveway 1 / San Michele Rd.	MV						Futi	ire In	terse	ction								
9	Driveway 2 / Nandina Av.	MV						Futi	ire Int	terse	ction								
10	Driveway 3 / San Michele Rd.	MV						Fut	ire In	terse	ction								
11	Driveway 4 / Nandina Av.	MV			Future Intersection														
12	Perris Bl. / San Michele Rd.	MV	TS	1	2	1	1	1	1>	1	1	0	1	1	1	36.0	36.8	D	D
13	Perris Bl. / Nandina Av.	MV	TS	1	3	0	1	1	0	1	2	0	1	1	1	41.7	50.6	D	D

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

Source: (Urban Crossroads, 2013), Section 3.7

Table 4.4-9 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing (2012)

Baseline Conditions

way	inection	B	Lanes on	AM Pea	k Hour	PM Peak Hour		
Freeway	Dirie	Ramp or Segment	Freeway	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	
аy	88	Off-Ramp at Harley Knox Boulevard	3	19.2	В	25.9	С	
ee.w	S	On-Ramp at Harley Knox Boulevard	3	16.7	В	23.2	С	
I-215 Freeway	9	On-Ramp at Harley Knox Boulevard	3	24.1	С	19.2	В	
1-21		Off-Ramp at Harley Knox Boulevard	3	24.9	С	18.7	В	

Density is measured by passenger cars per mile per lane (pc/mi/ln).

Source: (Urban Crossroads, 2013), Section 3.11

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>&</sup>lt;sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

It should be noted that although signal heads are installed, field review indicates that the signal heads are currently flashing red. As such, this intersection was analyzed assuming an all-way stop control operation for existing conditions only. Future analysis scenarios assume the traffic signal is operational.



# Table 4.4-10 Existing (2012) Baseline Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Volume			Truck %		Density <sup>2</sup>		LOS	
Sce	Dire	maining objective	AM	РМ	AM	РМ	Lanes <sup>1</sup>	АМ	РМ	АМ	РМ
12)	SB	North of Harley Knox Boulevard	2,578	3,837	3%	4%	3	14.1	21.1	В	С
(2012)	S	South of Harley Knox Boulevard	2,526	3,874	4%	4%	3	13.9	21.3	В	С
Existing	NB B	North of Harley Knox Boulevard	3,978	2,945	4%	4%	3	21.9	16.2	С	В
ŭ	z	South of Harley Knox Boulevard	3,766	2,633	4%	4%	3	20.7	14.5	С	В

Number of lanes are in the specified direction and is based on existing conditions.

Source: (Urban Crossroads, 2013), Section 3.11

Table 4.4-11 Moreno Valley Roadway Segment Capacity LOS Thresholds

Facility Type	Level of Service Capacity <sup>1</sup>									
Facility Type	Α	В	С	D	E					
Six Lane Divided Arterial	33,900	39,400	45,000	50,600	56,300					
Four Lane Divided Arterial	22,500	26,300	30,000	33,800	37,500					
Four Lane Undivided Arterial	15,000	17,500	20,000	22,500	25,000					
Two Lane Industrial Collector	7,500	8,800	10,000	11,300	12,500					
Two Lane Undivided Residential	N/A	N/A	N/A	N/A	2,000					

<sup>&</sup>lt;sup>1</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's TIA Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective roadway classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

Source: (Urban Crossroads, 2013), Section 2.3

 $<sup>^2\,\</sup>mbox{Density}$  is measured by passenger cars per mile per lane (pc/mi/ln).

Table 4.4-12 Perris Roadway Segment Capacity LOS Thresholds<sup>1</sup>

Roadway	Number of		Level	of Service Ca	apacity <sup>1</sup>	
Classification	Lanes	Α	В	С	D	E
Collector	2	7,800	9,100	10,400	11,700	13,000
Collector	4	15,540	18,130	20,700	23,300	25,900
Arterial	2	10,800	12,600	14,400	16,200	18,000
Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	4	24,540	28,630	32,700	36,800	40,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

<sup>&</sup>lt;sup>1</sup> Roadway capacities have been extracted from Table CE-2 of the City of Perris General Plan Circulation Element. All capacity thresholds are based on optimum conditions and are intended as guidelines for planning purposes only. Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual level of Service Tables. The City of Perris requires Level of Service "D" capacities to be maintained on City roadways with the exception of SR-74 and Cajalco/Ramona Expressway, where the local road standard is Level of Service "E".

Source: (Urban Crossroads, 2013), Section 2.3

Table 4.4-13 Signalized Intersection LOS Thresholds

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
В	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
С	Operations with average delays resulting from fair progression and/or longer cycle lengths.  Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Source: (Urban Crossroads, 2013), Section 2.1

# Table 4.4-14 Freeway Mainline LOS Thresholds

Level of Service	Description	Density Range (pc/mi/ln) <sup>1</sup>
Α	Free-flow operations in which vehicles are relatively unimpeded in their ability to maneuver within the traffic stream. Effects of incidents are easily absorbed.	0.0 – 11.0
В	Relative free-flow operations in which vehicle maneuvers within the traffic stream are slightly restricted. Effects of minor incidents are easily absorbed.	11.1 – 18.0
С	Travel is still at relative free-flow speeds, but freedom to maneuver within the traffic stream is noticeably restricted. Minor incidents may be absorbed, but local deterioration in service will be substantial. Queues begin to form behind significant blockages.	18.1 – 26.0
D	Speeds begin to decline slightly and flows and densities begin to increase more quickly. Freedom to maneuver is noticeably limited. Minor incidents can be expected to create queuing as the traffic stream has little space to absorb disruptions.	26.1 – 35.0
E	Operation at capacity. Vehicles are closely spaced with little room to maneuver. Any disruption in the traffic stream can establish a disruption wave that propagates throughout the upstream traffic flow. Any incident can be expected to produce a serious disruption in traffic flow and extensive queuing.	35.1 – 45.0
F	Breakdown in vehicle flow.	>45.0

<sup>&</sup>lt;sup>1</sup> pc/mi/ln = passenger cars per mile per lane. Source: HCM 2000, Chapter 23

Source: (Urban Crossroads, 2013), Section 2.4



# Table 4.4-15 Existing Plus Project Conditions Roadway Volume/Capacity Analysis<sup>1</sup>

				Roadway	LOS	Existing Plus			Acceptable
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,3</sup>	Project	V/C	LOS	LOS
1		West of I-215 Freeway	Co. of Riv.	4D	35,900	7,884	0.22	Α	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35,900	11,358	0.32	Α	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	15,751	0.61	В	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	14,959	0.58	Α	D
5	Boulevard	West of Patterson Avenue	Perris	4U	25,900	14,899	0.58	Α	D
6		East of Patterson Avenue	Perris	2D	18,000	14,073	0.78	С	D
7		West of Indian Street	Perris	4D	35,900	12,512	0.35	Α	D
8		East of Indian Street	Perris	4D	35,900	5,856	0.16	Α	D
9	Western Way	North of Harley Knox Boulevard	Perris	2U	13,000	1,200	0.09	Α	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	132	0.01	А	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,250	0.10	Α	D
12		North of Nandina Avenue	MV	2D	12,500	3,950	0.32	Α	D
13	Indian Street	South of Nandina Avenue	MV	4D	37,500	7,141	0.19	Α	D
14	ilidiali Street	North of Harley Knox Boulevard	MV	4D	37,500	8,545	0.23	Α	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	1,481	0.04	Α	D
16	Knox Street	North of Nandina Avenue	MV	2D	12,500	324	0.03	Α	D
17		North of San Michele Road	MV	3D	25,000	19,026	0.76	С	D
18	Perris	South of San Michele Road	MV	4D	37,500	16,998	0.45	Α	D
19	Boulevard	North of Nandina Avenue	MV	4D	37,500	19,759	0.53	Α	D
20		South of Nandina Avenue	MV	4D	37,500	19,984	0.53	Α	D
21	San Michele	West of Driveway 1	MV	2D	12,500	3,902	0.31	Α	D
22	Road	Driveway 1 to Driveway 3	MV	2D	12,500	3,396	0.27	Α	D
23		Driveway 3 to Perris Boulevard	MV	2D	12,500	3,496	0.28	Α	D
24	ĺ	West of Indian Street	MV	2U	12,500	1,236	0.10	Α	D
25	Nandina	Indian Street to Knox Street	MV	2D	12,500	3,035	0.24	Α	D
26	Nandina Avenue	Knox Street to Driveway 2	MV	2D	12,500	2,303	0.18	Α	D
27		Driveway 2 to Driveway 4	MV	2U	12,500	1,072	0.09	Α	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	1,135	0.09	Α	D

<sup>&</sup>lt;sup>1</sup> Per Figure 9-2: City of Moreno Valley Level of Service (LOS) Standards, City of Moreno Valley General Plan Circulation Element. From Table CE-2 of the City of Perris General Plan Circulation Element.

Source: (Urban Crossroads, 2013), Section 5.2

<sup>&</sup>lt;sup>2</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's Traffic Impact Analysis
Transportation Division's Traffic Impact Analysis Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for planning
purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections
(spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight
distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

<sup>&</sup>lt;sup>3</sup> The City of Perris roadway standard capacity is LOS "D", with the exception of SR-74 and Cajalco/Ramona Expressway which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "D" capacity with the exception of segments along SR-74 and Cajalco/Ramona Expressway which have been based upon LOS "E" capacity.



# Table 4.4-16 Intersection Analysis for Existing Plus Project Conditions

			Intersection Approach Lanes						De	lay <sup>2</sup>	Lev	rel of							
			Traffic			Sou	ithbo	bund	Ea	stbo	und	We	stbo	und	(secs.)		Ser	vice	
#	Intersection	Jurisdiction	Control <sup>3</sup>	L	Т	R	L	τ	R	_	T	R	Įą.	Т	R	AM	PM	AM	PM
1	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	0	0	0	0	1	1	0	2	d	1	2	0	25.7	28.5	С	С
2	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	0	1	1	0	0	0	1	2	0	0	2	d	17.6	18.0	С	В
3	Western Wy. / Harley Knox Bl.	Perris	CSS	0	0	0	0	1	0	0	2	0	0	2	0	11.9	13.5	В	В
4	Patterson Av. / Harley Knox Bl.	Perris	TS	0	1	0	0	1	0	1	1	1	1	1	0	18.2	18.0	В	В
5	Indian St. / Nandina Av.	MV	TS	1	1	d	1	1	1	0	1	0	1	1	1	30.7	28.1	С	С
6	Indian St. / Harley Knox Bl.	Perris	TS	2	2	1	1	2	0>	1	1	1	2	2	0	31.8	29.4	С	С
7	Knox St. / Nandina Av.	MV	CSS	0	0	0	1	0	1	1	1	0	0	1	0	9.4	9.6	Α	Α
8	Driveway 1 / San Michele Rd.	MV	css	0	1	0	0	0	0	0	2	0	1	1	0	10.1	10.5	В	В
9	Driveway 2 / Nandina Av.	MV	CSS	0	0	0	0	1	0	1	1	0	0	1	0	8.7	8.8	Α	Α
10	Driveway 3 / San Michele Rd.	MV	CSS	0	1	0	0	0	0	0	2	0	1	1	0	8.6	8.8	Α	Α
11	Driveway 4 / Nandina Av.	MV	CSS	0	0	0	0	1	0	1	1	0	0	1	0	9.0	8.8	Α	Α
12	Perris Bl. / San Michele Rd.	MV	TS	1	2	1	1	1	1>	1	1	1	1	1	1	36.2	36.9	D	D
13	Perris Bl. / Nandina Av.	MV	TS	1	3	0	1	2	1>	1	2	0	1	1	1	29.1	29.1	С	С

When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

Source: (Urban Crossroads, 2013), Section 5.2

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>&</sup>lt;sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal



Table 4.4-17 Opening Year (2017) Conditions Roadway Volume/Capacity Analysis<sup>1</sup>

9			9.	Roadway	LOS	EA			Acceptable	EAP			Acceptable
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,3</sup>	(2017)	V/C	LOS	LOS	(2017)	V/C	LOS	LOS
1		West of I-215 Freeway	Co. of Riv.	4D	35,900	8,705	0.24	Α	D	8,705	0.24	Α	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35,900	11,951	0.33	Α	D	12,485	0.35	Α	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	16,389	0.63	В	D	17,296	0.67	В	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	15,515	0.60	Α	D	16,422	0.63	В	D
5	Boulevard	West of Patterson Avenue	Perris	4U	25,900	15,448	0.60	Α	D	16,355	0.63	В	D
6		East of Patterson Avenue	Perris	2D	18,000	14,521	0.81	D	D	15,442	0.86	D	D
7		West of Indian Street	Perris	4D	35,900	12,799	0.36	Α	D	13,719	0.38	Α	D
8		East of Indian Street	Perris	4D	35,900	6,466	0.18	Α	D	6,466	0.18	Α	D
9	Westem Way	North of Harley Knox Boulevard	Perris	2U	13,000	1,325	0.10	Α	D	1,325	0.10	Α	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	146	0.01	Α	D	146	0.01	Α	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,365	0.11	Α	D	1,379	0.11	Α	D
12		North of Nandina Avenue	MV	2D	12,500	4,054	0.32	Α	D	4,332	0.35	Α	D
13	Indian Street	South of Nandina Avenue	MV	4D	37,500	6,810	0.18	Α	D	7,783	0.21	Α	D
14	Indian Street	North of Harley Knox Boulevard	MV	4D	37,500	8,360	0.22	Α	D	9,333	0.25	Α	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	1,577	0.04	Α	D	1,630	0.05	Α	D
16	Knox Street	North of Nandina Avenue	MV	2D	12,500	358	0.03	Α	D	358	0.03	Α	D
17		North of San Michele Road	MV	3D	25,000	20,933	0.84	D	D	20,999	0.84	D	D
18	Perris	South of San Michele Road	MV	4D	37,500	18,694	0.50	Α	D	18,760	0.50	Α	D
19	Boulevard	North of Nandina Avenue	MV	4D	37,500	21,742	0.58	Α	D	21,809	0.58	Α	D
20		South of Nandina Avenue	MV	4D	37,500	22,033	0.59	Α	D	22,061	0.59	A	D
21	San Michele	West of Driveway 1	MV	2D	12,500	4,001	0.32	Α	D	4,279	0.34	Α	D
22	Road	Driveway 1 to Driveway 3	MV	2D	12,500	3,749	0.30	Α	D	3,749	0.30	Α	D
23	1.020	Driveway 3 to Perris Boulevard	MV	2D	12,500	3,802	0.30	Α	D	3,854	0.31	Α	D
24		West of Indian Street	MV	2U	12,500	1,365	0.11	Α	D	1,365	0.11	Α	D
25	Nandina	Indian Street to Knox Street	MV	2D	12,500	2,584	0.21	Α	D	3,279	0.26	Α	D
26	Nandina Avenue	Knox Street to Driveway 2	MV	2D	12,500	1,775	0.14	Α	D	2,470	0.20	Α	D
27		Driveway 2 to Driveway 4	MV	2U	12,500	1,153	0.09	Α	D	1,181	0.09	Α	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	1,179	0.09	Α	D	1,246	0.10	Α	D

<sup>&</sup>lt;sup>1</sup> Per Figure 9-2: City of Moreno Valley Level of Service (LOS) Standards, City of Moreno Valley General Plan Circulation Element.

Source: (Urban Crossroads, 2013), Section 6.7

From Table CE-2 of the City of Perris General Plan Circulation Element.

<sup>&</sup>lt;sup>2</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's Traffic Impact Analysis

Transportation Division's Traffic Impact Analysis Preparation Guidelines (August 2007). These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

<sup>&</sup>lt;sup>3</sup> The City of Perris roadway standard capacity is LOS "D", with the exception of SR-74 and Cajalco/Ramona Expressway which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "D" capacity with the exception of segments along SR-74 and Cajalco/Ramona Expressway which have been based upon LOS "E" capacity.



# Table 4.4-18 Intersection Analysis for Opening Year (2017) Conditions

			Existing (20 Delay <sup>1</sup>			(2012	)		EA (20	17)			EAP (2	017)	
				Delay <sup>1</sup>		Lev	el of	De	lay <sup>1</sup>	Level of		De	lay <sup>1</sup>	Lev	elof
			Traffic	(se	cs.)	Ser	vice	(se	cs.)	Ser	vice	(se	cs.)	Ser	vice
#	Intersection	Jurisdiction	Control	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	23.7	26.8	С	С	24.9	36.6	С	D	28.5	41.3	С	D
2	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	17.7	18.1	В	В	18.2	19.0	В	В	18.0	19.0	В	В
3	Western Wy. / Harley Knox Bl.	Perris	CSS	11.7	13.0	В	В	12.4	14.1	В	В	12.6	14.7	В	В
4	Patterson Av. / Harley Knox Bl.	Perris	TS	17.9	17.6	В	В	18.7	18.4	В	В	19.1	18.9	В	В
5	Indian St. / Nandina Av.	MV	TS	23.3	23.4	С	С	23.5	23.9	C	С	23.9	25.7	С	С
6	Indian St. / Harley Knox Bl.	Perris	TS	30.8	29.3	С	С	31.6	29.9	С	С	33.0	30.1	С	С
7	Knox St. / Nandina Av.	MV	CSS	9.1	9.3	Α	Α	9.2	9.4	Α	Α	9.5	9.8	Α	Α
8	Driveway 1 / San Michele Rd.	MV	CSS	Fu	ture Int	ersect	ion	Fu	ture Inte	rsectio	n	10.4	10.8	В	В
9	Driveway 2 / Nandina Av.	MV	CSS	Fu	ture Int	ersect	ion	Fu	ture Inte	rsectio	n	8.7	8.8	Α	Α
10	Driveway 3 / San Michele Rd.	MV	<u>css</u>	Fu	ture Int	ersect	ion	Fu	ture Inte	rsectio	n	8.7	8.8	Α	Α
11	Driveway 4 / Nandina Av.	MV	<u>css</u>	Fu	ture Int	ersect	ion	Fu	ture Inte	rsectio	n	9.1	8.9	Α	Α
12	Perris Bl. / San Michele Rd.	MV	TS	36.0	36.8	D	D	31.6	31.6	С	С	31.7	31.7	С	С
13	Perris Bl. / Nandina Av.	MV	TS	37.1	46.6	D	D	28	28.3	С	С	28.0	28.3	С	С

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Source: (Urban Crossroads, 2013), Section 6.4

<sup>&</sup>lt;sup>2</sup> MV = City of Moreno Valley; MJPA = March Joint Powers Authority

<sup>&</sup>lt;sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal



# Table 4.4-19 Opening Year Cumulative (2017) Conditions Roadway Volume/Capacity **Analysis**

				Roadway	Los	EAC			Acceptable	EAPC			Acceptabl
#	Roadway	Segment Limits	Jurisdiction	Section	Capacity <sup>2,3</sup>	(2017)	V/C	LOS	LOS	(2017)	V/C	LOS	LOS
1		West of I-215 Freeway	Co. of Riv.	4D	35.900	13,255	0.37	A	D	13.255	0.37	A	D
2		I-215 SB Ramps to I-215 NB Ramps	Perris	4D	35,900	24,732	0.69	В	D	25,266	0.70	В	D
3		I-215 NB Ramps to Western Way	Perris	4U	25,900	36,174	1.40	F	D	37,081	1.43	F	D
4	Harley Knox	East of Western Way	Perris	4U	25,900	35,300	1.36	F	D	36,207	1.40	F	D
5	Boulevard	West of Patterson Avenue	Perris	4U	25,900	35,233	1.36	F	D	36,140	1.40	F	D
6		East of Patterson Avenue	Perris	2D	18,000	34,418	1.91	F	D	35,339	1.96	F	D
7		West of Indian Street	Perris	3D	25,000	32,697	1.31	F	D	33,617	1.34	F	D
8		East of Indian Street	Perris	3D	25,000	10,811	0.43	A	D	10,811	0.43	A	D
9	Western Way	North of Harley Knox Boulevard	Perris	2U	13,000	1,325	0.10	A	D	1,325	0.10	A	D
10	Patterson	North of Harley Knox Boulevard	Perris	2U	13,000	154	0.01	Α	D	154	0.01	Α	D
11	Avenue	South of Harley Knox Boulevard	Perris	2U	13,000	1,485	0,11	A	D	1,499	0.12	A	D
2		North of Nandina Avenue	MV	4D	37,500	14.862	0.40	Α	D	15,140	0.40	Α	D
13	Indian Street	South of Nandina Avenue	MV	2D	12,500	20,893	1.67	F	D	21,867	1.75	F	D
14	indian Street	North of Harley Knox Boulevard	MV	2D	12,500	22,312	1.78	F	D	23,286	1.86	F	D
15		South of Harley Knox Boulevard	Perris	4D	35,900	5,278	0.15	A	D	5,332	0.15	Α	D
16	Knox Street	North of Nandina Avenue	MV	2D	12,500	834	0.07	A	D	834	0.07	Α	D
17		North of San Michele Road	MV	60	56,300	30,121	0.54	Α	D	30.187	0.54	Α	D
18	Perris	South of San Michele Road	MV	6D	56,300	26,870	0.48	A	D	26,938	0.48	A	D
19	Boulevard	North of Nandina Avenue	MV	5D	56,300	29,920	0.53	A	D	29,986	0.53	A	D
20		South of Nandina Avenue	MV	6D	56,300	29,209	0.52	A	D	29,233	0.52	A	D
21	A	West of Driveway 1	MV	20	12,500	5,729	0.46	A	D	6,007	0.48	A	D
22	San Michele Road	Driveway 1 to Driveway 3	MV	2D	12,500	5,477	0.44	A	D	5.477	0.44	Α	D
23	Ittoda	Driveway 3 to Perris Boulevard	MV	2D	12,500	5,530	0.44	A	D	5,584	0.45	A	D
24		West of Indian Street	MV	2U	12,500	6.224	0.50	A	D	6,224	0,50	A	D
25	No. of the control of	Indian Street to Knox Street	MV	2D	12,500	5,600	0.45	A	D	6,296	0.50	A	D
26	Nandina Avenue	Knox Street to Driveway 2	MV	2D	12,500	4,343	0.35	A	D	5,038	0.40	A	D
27	Avenue	Driveway 2 to Driveway 4	MV	2U	12,500	3,463	0.28	A	D	3,491	0.28	A	D
28		Driveway 4 to Perris Boulevard	MV	2U	12,500	3,489	0.28	A	D	3,555	0.28	A	D

<sup>\*</sup> Por Figure 9-2. City of Morono Valley Level of Service (LOS) Standards, City of Morono Valley General Flan Circulation Elimont.

Source: (Urban Crossroads, 2013), Section 7.6

From Table CE-2 of the City of Ferns General Plan Circulation Element.

<sup>&</sup>lt;sup>2</sup> These maximum roadway capacities have been extracted from the City of Moreno Valley's Transportation Division's Traffic Impact Analysis

Transportation Division's Traffic Impact Analysis Preparation dividelines (August 2017). These roadway capacities are "ville of humb" estimates for planning purposes. The LOS "E" service volumes are estimated maximum daily rapacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, readway grades, design geometrics (nonzentral and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestriah and bucycle traffic.

The Obj. of Perus roadway standard capacity is LOS 'D', with the exception of SR-74 and CajatorRamona Expressway which allows LOS "E" capacity. As such, the volumes shown in the table are based upon LOS "C" capacity with the exception of segments along SR-74 and CajatorRamona Expressway which have been based upon LOS "E" capacity.



Table 4.4-20 Intersection Analysis for Opening Year Cumulative (2017) Conditions

*				- (	Existing (	2012)			EAC (2	017)	-		EAPC (	2017)	-
	1		Traffic	De (se	ay <sup>1</sup> cs.)	100	el of vice	-	lay <sup>1</sup> ics.)	1000	el of vice		elay <sup>1</sup> ecs.)	1000	el of vice
#	Intersection	Jurisdiction	Control	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	I-215 SB Ramps / Harley Knox Bl.	Caltrans	TS	23.7	26.8	С	C	>80.0	>80.0	F	F	>80.0	>80.0	F	F
2	I-215 NB Ramps / Harley Knox Bl.	Caltrans	TS	17.7	18.1	В	В	47.6	>80.0	D	F	48.4	>80.0	D	F
3	Western Wy. / Harley Knox Bl.	Perris	css	11.7	13.0	В	В	23.2	>50.0	C	F	24.2	>50.0	C	F
4	Patterson Av. / Harley Knox Bl.	Perris	TS	17.9	17.6	В	В	>80.0	>80.0	F	F	>80.0	>80.0	F	F
5	Indian St. / Nandina Av.	MV	TS	23.3	23.4	C	C	28.5	29.5	С	С	28.9	31.2	С	C
6	Indian St. / Harley Knox Bl.	Perris	TS	30.8	29.3	С	C	>80.0	>80.0	F	F	>80.0	>80.0	F	F
7	Knox St. / Nandina Av.	MV	CSS	9.1	9.3	Α	Α	11.1	11.5	В	В	11.5	11.9	В	В
8	Driveway 1 / San Michele Rd.	MV	CSS	Fu	ture Inte	rsectio	n	Fu	iture Inte	rsectio	n	11.5	12.2	В	В
9	Driveway 2 / Nandina Av.	MA	CSS	Fu	ture Inte	rsectio	n	Fu	iture Inte	rsectio	ń	9.5	9.2	Α	A
10	Driveway 3 / San Michele Rd.	MV	CSS	Fu	ture Inte	rsectio	n	FC	iture Inte	rsectio	n	8.7	9.1	Α	Α
11	Driveway 4 / Nandina Av.	MV	CSS	Fu	ture Inte	rsectio	n	Fo	iture Inte	rsectio	n	10.4	10.0	В	В
12	Perris Bl. / San Michele Rd.	MV	TS	36.0	36.8	D	D	33.6	38.8	C	D	33.8	38.9	C	D
13	Perris Bl. / Nandina Av.	MV	TS	37.1	46.6	D	D	29.8	33.1	C	C	24.8	33.2	С	C

Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

Source: (Urban Crossroads, 2013), Section 7.5

Table 4.4-21 Existing Plus Project Conditions Basic Freeway Segment Analysis

cenario	Direction	Mainline Segment	Volu	ume	Truck %	Truck %		Den	sity²	LC	os
Sce	Dire		AM	РМ	AM	РМ	Lanes <sup>1</sup>	АМ	РМ	АМ	РМ
Project	SB	North of Harley Knox Boulevard	2,613	3,856	5%	4%	3	14.5	21.2	В	С
+ Pro	S	South of Harley Knox Boulevard	2,531	3,884	4%	4%	3	13.9	21.4	В	С
Existing	NB B	North of Harley Knox Boulevard	3,994	2,977	4%	5%	3	22.0	16.5	С	В
ĔŽ	z	South of Harley Knox Boulevard	3,768	2,634	4%	4%	3	20.8	14.5	С	В

Number of lanes are in the specified direction and is based on existing conditions.

Source: (Urban Crossroads, 2013), Section 5.6

Table 4.4-22 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Existing Plus Project Conditions

way	ction	D	Lanes on	AM Pea	k Hour	PM Peak Hour		
Freeway	Diriection	Ramp or Segment	Freeway	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	
ay		Off-Ramp at Harley Knox Boulevard	3	19.6	В	26.0	С	
Freeway	SS -	On-Ramp at Harley Knox Boulevard	3	16.7	В	23.3	С	
5 FI	g -	On-Ramp at Harley Knox Boulevard	3	24.3	С	19.6	В	
1-215	z	Off-Ramp at Harley Knox Boulevard	3	24.9	С	18.7	В	

Density is measured by passenger cars per mile per lane (pc/mi/n).

Source: (Urban Crossroads, 2013), Section 5.6

<sup>&</sup>lt;sup>2</sup> MV = City of Moreno Valley; MJPA = March Joint Powers Authority

<sup>3</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

<sup>&</sup>lt;sup>2</sup>Density is measured by passenger cars per mile per lane (pc/mi/ln).



Table 4.4-23 Opening Year (2017) Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Volume		Truck %	Truck %		Den	sity²	LOS	
Sce	Dire		AM	РМ	AM	РМ	Lanes <sup>1</sup>	AM	РМ	АМ	РМ
	SB	North of Harley Knox Boulevard	2,846	4,236	3%	4%	3	15.6	23.3	В	С
(2017)	S	South of Harley Knox Boulevard	2,789	4,277	4%	4%	3	15.4	23.6	В	С
EA (2	NB	North of Harley Knox Boulevard	4,392	3,252	4%	4%	3	24.2	17.9	С	В
Г	z	South of Harley Knox Boulevard	4,158	2,907	4%	4%	3	22.9	16.0	С	В
(	SB	North of Harley Knox Boulevard	2,881	4,255	4%	4%	3	15.9	23.4	В	С
(2017)	S	South of Harley Knox Boulevard	2,794	4,287	4%	4%	3	15.4	23.6	В	С
EAP (	NB	North of Harley Knox Boulevard	4,408	3,284	4%	5%	3	24.3	18.2	С	С
ľ	z	South of Harley Knox Boulevard	4,160	2,908	4%	4%	3	22.9	16.0	С	В

<sup>&</sup>lt;sup>1</sup> Number of lanes are in the specified direction and is based on existing conditions.

Source: (Urban Crossroads, 2013), Section 6.9

Table 4.4-24 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year (2017) Conditions

Æ	ы		• 000 N 100 N 100 O 100	40.000	Year (20	17) Without	Project	Opening Year (2017) With Project				
Freeway	Diriection	Ramp or Segment	Lanes on Freeway	AM Peal	k Hour	PM Pea	k Hour	AM Peal	k Hour	PM Peal	k Hour	
正	۵		1 receiving	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	
iay	SB	Off-Ramp at Harley Knox Boulevard	3	20.8	С	27.9	С	21.1	С	28.0	D	
Freeway	S	On-Ramp at Harley Knox Boulevard	3	18.0	В	25.2	С	18.0	В	25.3	С	
15 FI	B	On-Ramp at Harley Knox Boulevard	3	26.3	С	20.9	С	26.5	С	21.2	С	
1-215	z	Off-Ramp at Harley Knox Boulevard	3	26.9	С	20.2	С	26.9	С	20.2	С	

<sup>&</sup>lt;sup>1</sup> Density is measured by passenger cars per mile per lane (pc/mi/ln).

Source: (Urban Crossroads, 2013), Section 6.9

<sup>&</sup>lt;sup>2</sup>Density is measured by passenger cars per mile per lane (pc/mi/ln).



# Table 4.4-25 Opening Year Cumulative (2017) Conditions Basic Freeway Segment Analysis

Scenario	Direction	Mainline Segment	Volume		Truck %	Truck %		Density <sup>2</sup>		LOS	
Sce			AM	РМ	АМ	РМ	Lanes <sup>1</sup>	AM	PM	АМ	РМ
EAC (2017)	SB	North of Harley Knox Boulevard	4,211	5,689	21%	10%	3	25.2	35.2	С	E
		South of Harley Knox Boulevard	3,542	5,958	14%	14%	3	20.5	40.0	С	Е
	SR.	North of Harley Knox Boulevard	5,735	4,654	9%	18%	3	35.4	27.8	E	D
		South of Harley Knox Boulevard	5,700	3,682	12%	13%	3	35.9	21.2	ıΕ	С
5	SB	North of Harley Knox Boulevard	4,246	5,708	21%	11%	3	25.4	35.7	С	Е
EAPC (2017)		South of Harley Knox Boulevard	3,547	5,968	14%	14%	3	20.5	40.1	С	Е
	NB	North of Harley Knox Boulevard	5,751	4,686	9%	19%	3	35.6	28.2	Е	D
		South of Harley Knox Boulevard	5,702	3,683	12%	13%	3	35.9	21.2	Е	С

<sup>&</sup>lt;sup>1</sup> Number of lanes are in the specified direction and is based on existing conditions.

Source: (Urban Crossroads, 2013), Section 7.8

Table 4.4-26 I-215 Freeway Ramp Junction Merge/Diverge Analysis For Opening Year Cumulative (2017) Conditions

Æ	Diriection	Ramp or Segment	Lanes on Freeway	OY Cumulative (2017) Without Project				OY Cumulative (2017) With Project			
Freeway				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
正	ä			Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS	Density <sup>1</sup>	LOS
ıay	SB	Off-Ramp at Harley Knox Boulevard	3	31.6	D	35.8	E	31.9	D	36.0	E
Freeway	S	On-Ramp at Harley Knox Boulevard	3	23.3	С	36.6	E	23.3	С	36.7	E
15 F	g.	On-Ramp at Harley Knox Boulevard	3	34.6	D	32.6	D	34.7	D	33.0	D
1-215	Z	Off-Ramp at Harley Knox Boulevard	3	35.7	Б	25.6	С	35.7	Е	25.7	С

Density is measured by passenger cars per mile per lane (pc/mi/ln).
Source: Urban Crossroads, Inc. 2012, Section 7.8

Table 4.4-27 Summary of Transportation Impact Fee Program Improvements for Opening Year Cumulative (2017) Conditions

#	Intersection Location EAPC (2017) Recommended improvements		Program Improvements <sup>1</sup>	Non-Program Improvements	Fair Share <sup>2</sup>
1	I-215 SB Ramps / Harley Knox Bl.	1.SBL; 1.WBL; Re-stripe for 1.SBL and 1.SBT/R	1.SBL; 1.WBL; Re-stripe for 1.SBL and 1.SBT/R	None	(66)
2	I-215 NB Ramps / Harley Knox Bl.	1. WB Free Right; Re-stripe for 1.NBL/T/R	1.WB Free Right; Re-stripe for 1.NBL/T/R	None	(60)
3	Western Wy. / Harley Knox Bl.	Install Traffic Signal; 1.SBL; 1.EBL	None	Install Traffic Signal, 1.SBL, 1.EBL	3.3%
4	Patterson Av. / Harley Knox Bl.	1.EBT; 1.WBT	1.EBT, 1.WBT	None	320
6	Indian St. / Harley Knox Bl.	2 SBR w/ overlap phasing; 1.EBL; 1.EBT; Remove cross-walk on north leg (WB approach)	1.EBT	2 SBR w/ overlap phasing: 1.EBL; Remove cross-walk on north leg (WB approach)	3.5%

<sup>1</sup> Improvements included in TUMF Nexus (2006) or City of Moreno Valley DIF (2007) programs.

Source: Urban Crossroads, Inc. 2012, Section 9.1

<sup>&</sup>lt;sup>2</sup>Density is measured by passenger cars per mile per lane (pc/mi/ln).

<sup>&</sup>lt;sup>2</sup> Program improvements constructed by project may be eligible for fee credit. In lieu fee payment is at discretion of City.



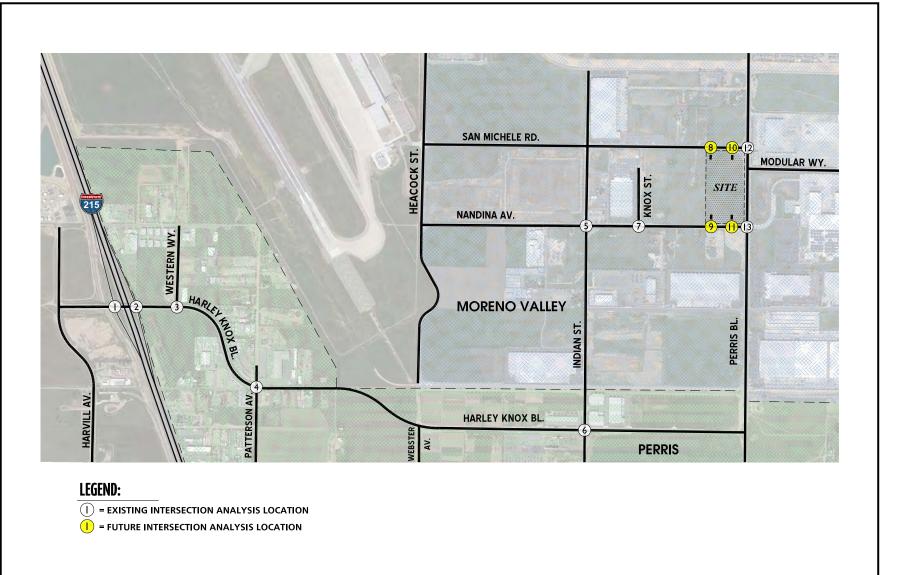
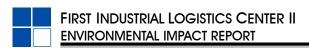




FIGURE 4.4-1
Project Study Area/Intersection Locations



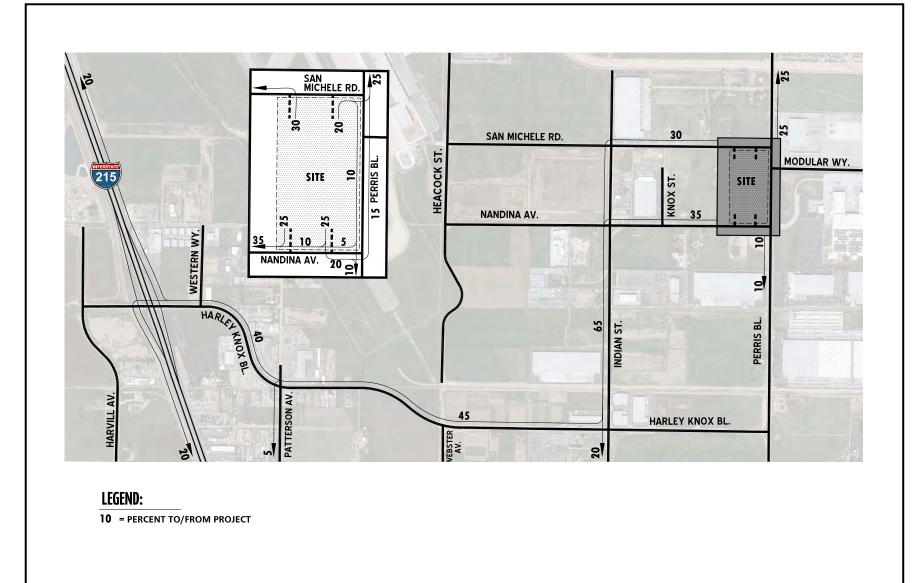
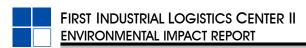




FIGURE 4.4-2 Project (Passenger Car) Trip Distribution



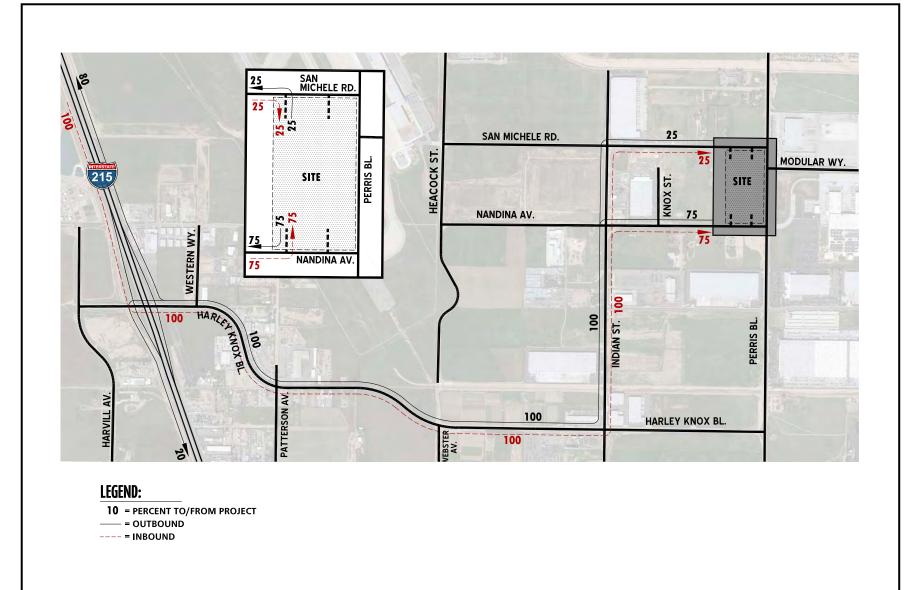
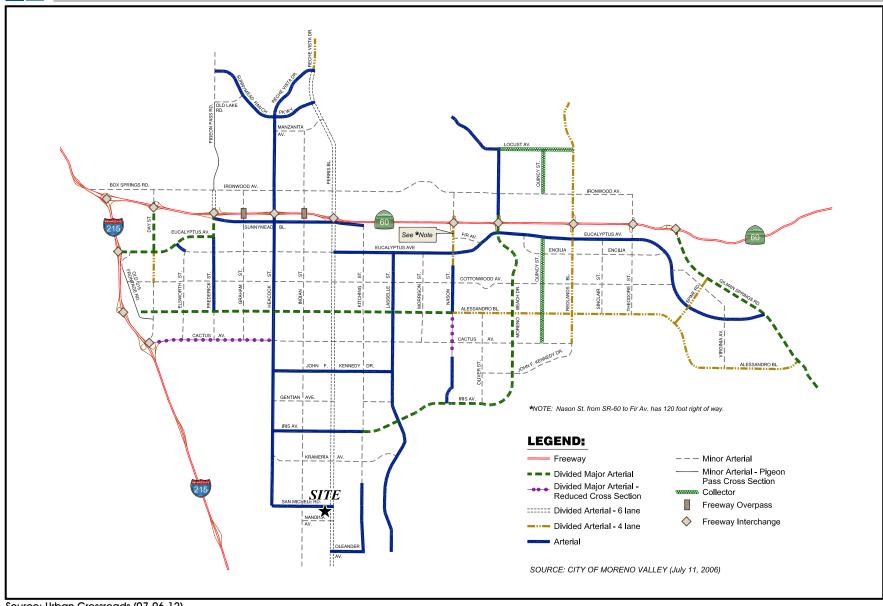




FIGURE 4.4-3 Project (Truck) Trip Distribution







**FIGURE 4.4-4** City of Moreno Valley General Plan Circulation Element

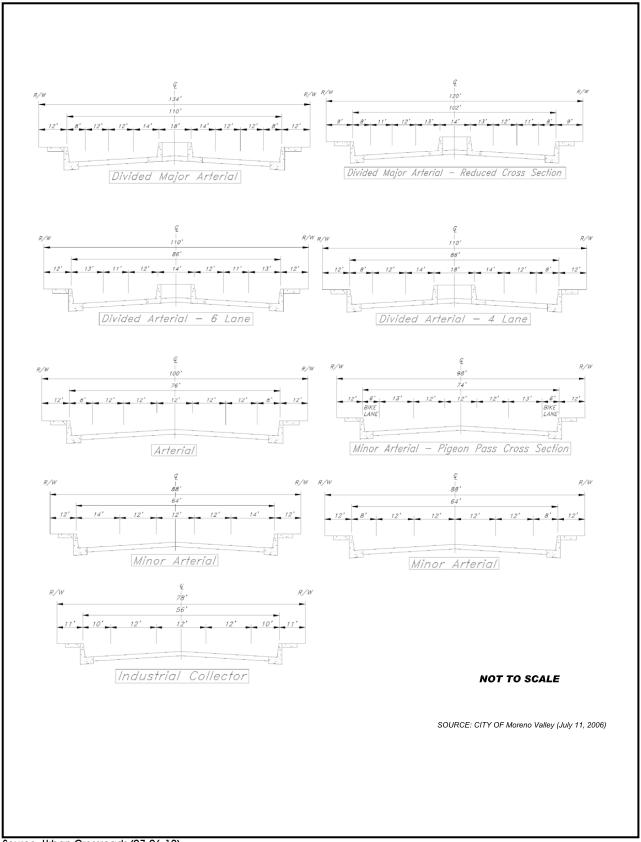
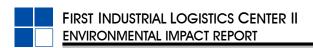
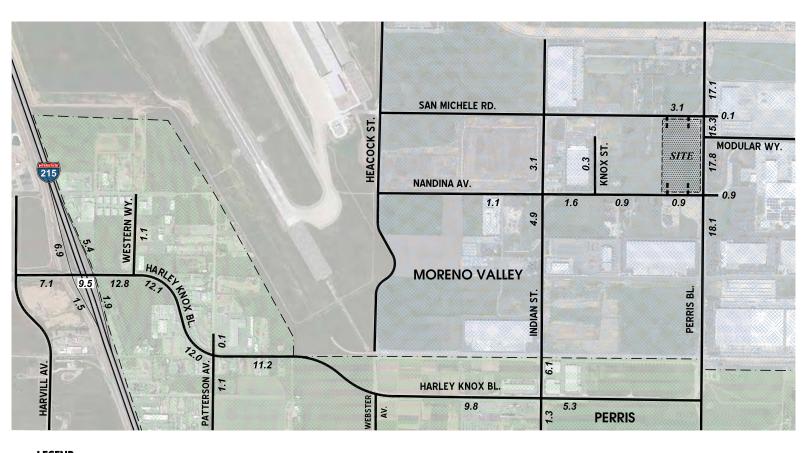




FIGURE 4.4-5





10.0 = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-6 Existing (2012) Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	264 ← 188 → 125 338 ÷ 43 →	162-7 7 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	50m 4-25 46-3 577-+	200 - 384 -584 -7 -3-1 - 1 - 1 -489 + 1 - 1 - 1 -30 - 1 - 1 - 1	100- 100- 100- 100- 100- 100- 100- 100-
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	Driveway 3 & San Michele Rd.
	8 + 183 -18	10 → 31 →	Future Intersection	Future Intersection	Future Intersection
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	129 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8892 4-10 7 7 		



FIGURE 4.4-7 Existing (2012) AM Peak Hour Intersection Volumes



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.		4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	247→ 9→	126-3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	₩66 -451 33 538	115 +415 -415 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7	752 19 19 19 10 10 10 10 10 10 10 10 10 10
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	Driveway 3 & San Michele Rd.
_	257- 195- 195- 195- 195- 195- 195- 195- 195	™ 1 1 1 1 36→	Future Intersection	Future Intersection	Future Intersection
1.	Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	136 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		



FIGURE 4.4-8 Existing (2012) PM Peak Hour Intersection Volumes

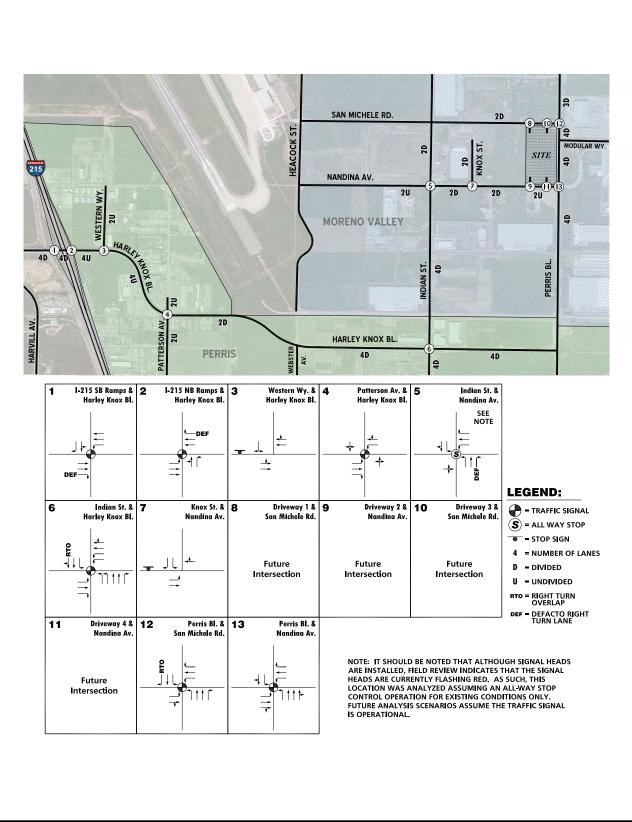




FIGURE 4.4-9





FIGURE 4.4-10 Existing (2012) Baseline I-215 Freeway Mainline Volumes



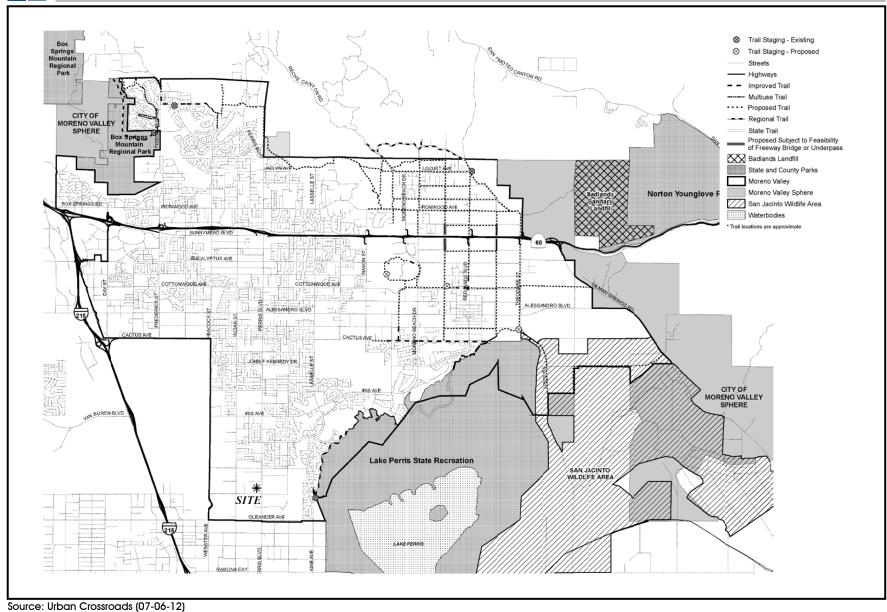




FIGURE 4.4-11 City of Moreno Valley Master Plan of Trails



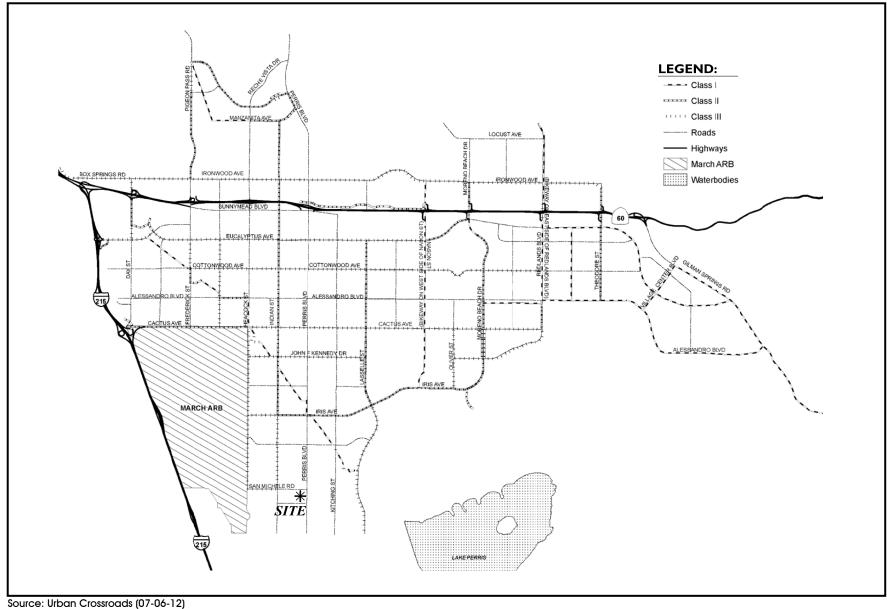




FIGURE 4.4-12 City of Moreno Valley Bike Plan



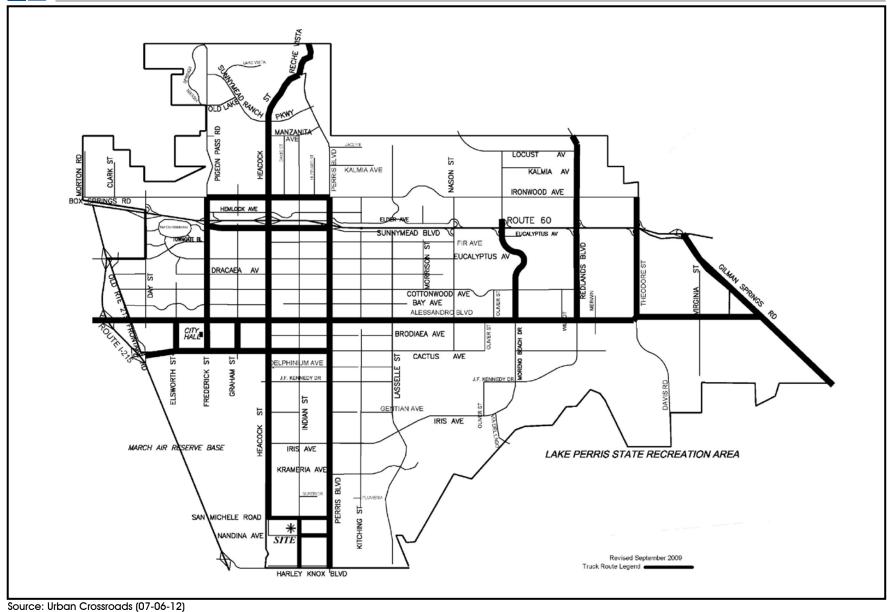
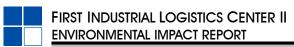




FIGURE 4.4-13 City of Moreno Valley Truck Routes



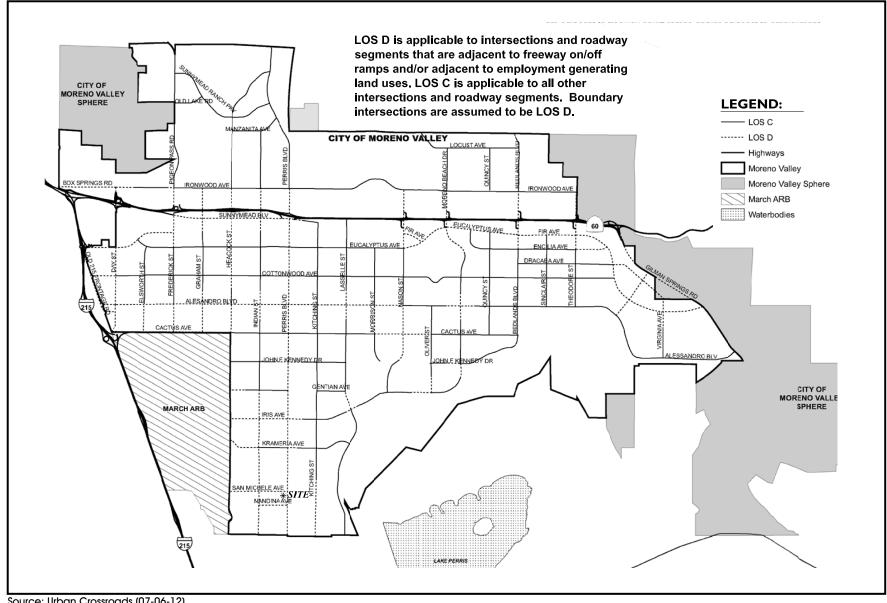
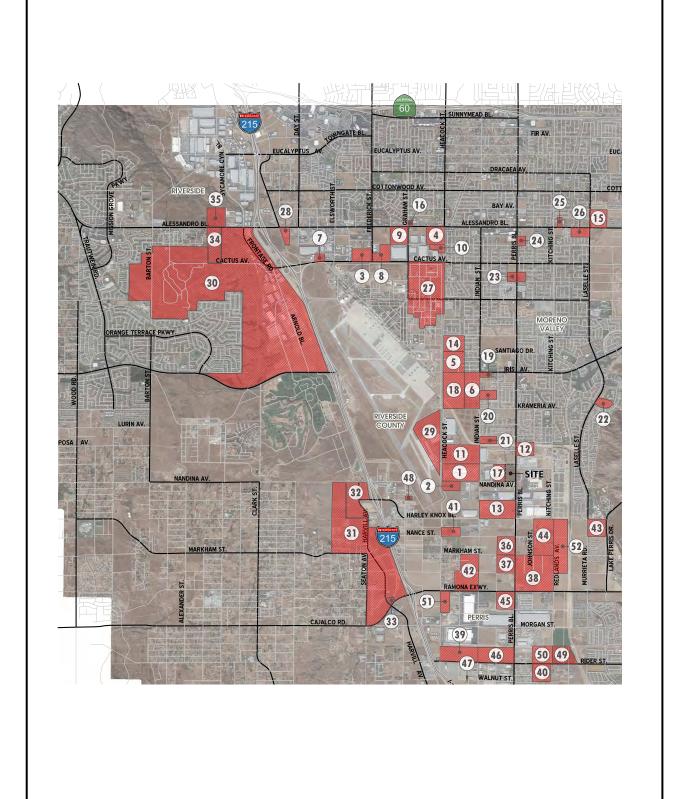


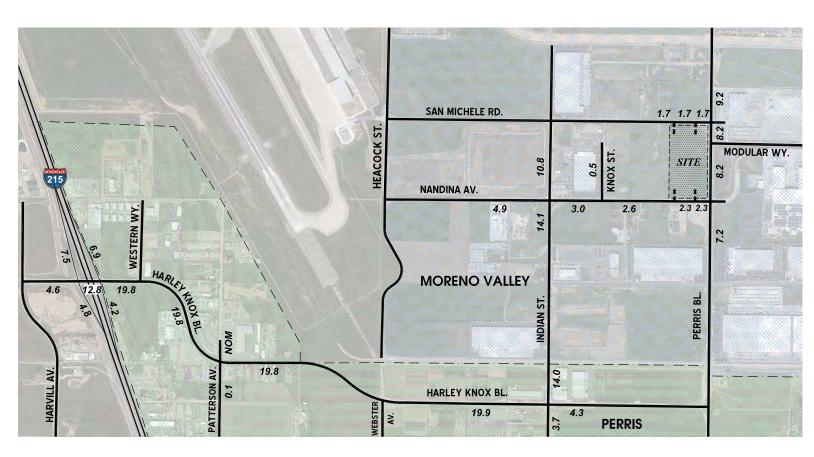


FIGURE 4.4-14 City of Moreno Valley Level of Service (LOS) Standards









10.0 = VEHICLES PER DAY (1000'S)

NOM = NOMINAL, LESS THAN 50
VEHICLES PER DAY

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-16
Cumulative Development Average Daily Traffic (ADT)



1 I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
999 -86 -173 -86 -173	676-+ 188 	1095 +	1093+	33 + 140 
6 Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
799 + 129 + 134 129 + 880	00 ← 1 → 152 19 → 71 →	Future Intersection	Future Intersection	Future Intersection
11 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
Future Intersection	3536 + 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	328 328 0 328 0 0 0 0 0 0 0 0 0 0 0 0 0		



FIGURE 4.4-17 Cumulative Development AM Peak Hour Intersection Volumes

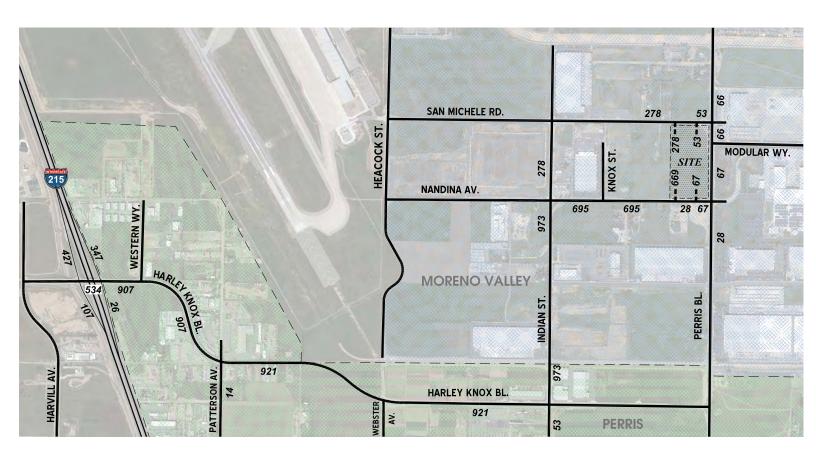


1	I-215 SB Ramps & Harley Knox BI.	2 I-215 NB Ramps & Harley Knox BI.	3 Western Wy. & Harley Knox BI.	4 Patterson Av. & Harley Knox BI.	5 Indian St. & Nandina Av.
6	Indian St. & Harley Knox BI.  \$\frac{1}{2}\text{Harley Knox BI}.  \$\frac{1}{2}\text{Harley Knox BI}.	7 Knox St. & Nandina Av.  10 4 87  10 4 87	8 Driveway 1 & San Michele Rd.  Future Intersection	9 Driveway 2 & Nandina Av.  Future Intersection	10 Driveway 3 & San Michele Rd.  Future Intersection
11	Driveway 4 & Nandina Av.  Future Intersection	Perris Bl. & San Michele Rd.  San Michele Rd.  Perris Bl. & San Michele Rd.	Perris Bl. & Nandina Av.    13   Perris Bl. & Nandina Av.		



FIGURE 4.4-18
Cumulative Development PM Peak Hour Intersection Volumes



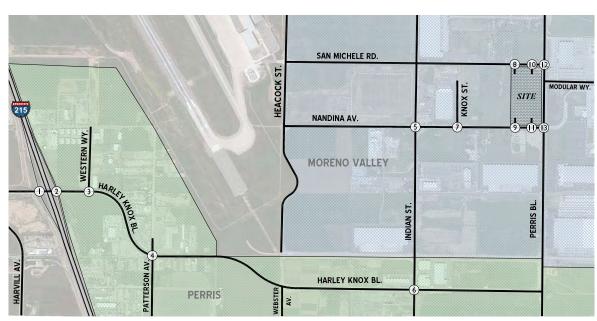


10 = VEHICLES PER DAY

Source: Urban Crossroads (07-06-12)



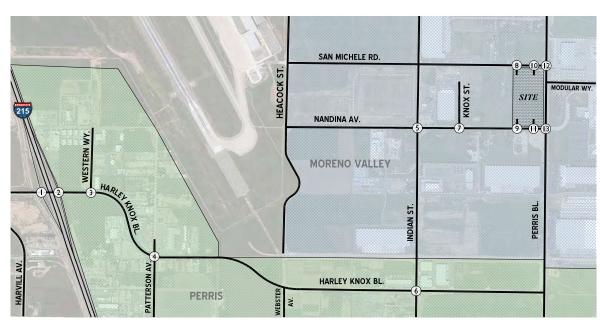
FIGURE 4.4-19
Project Only Average Daily Traffic (ADT)



1	i-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	0 + 0 + 0 + 0 + 0 + 0 + 0 + 0 + 0 + 0 +	0-16 +5 0-4 14 1 35-+ 000	0 ← 0 0 → +20 0 → 37 →	37+ 00-	31-0 -0-1 -0-1 -0-1 -0-1 -0-1 -0-1 -0-1
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	300 mm	00 +16 0-3 29-	11-	28-j	0-1
11	Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	0-1-+0 11	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	700 +0 +0 1-4 1+0 0-1		



FIGURE 4.4-20 Project Only AM Peak Hour Intersection Volumes

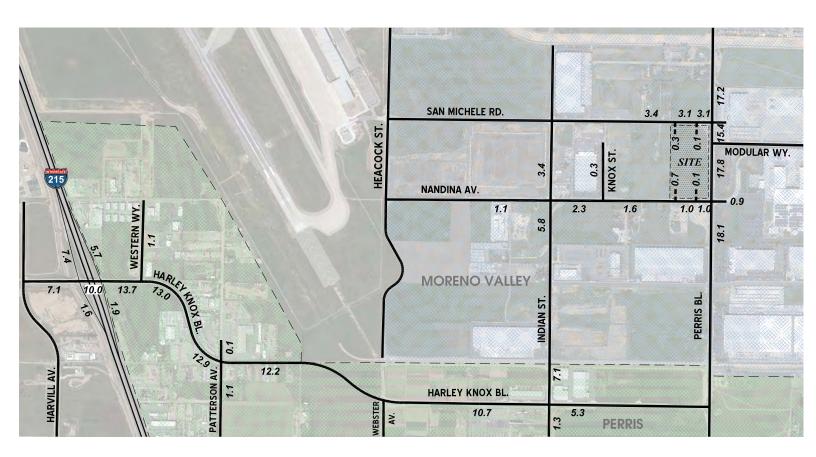


1	I-215 SB Ramps & Harley Knox BI.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	0000 + 0 	19-+ 10	00 +-42 00-3 20-4	20-1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	21-4 0-0 0-0	00 -32 0-4 16-+	0+   mo	™0 → 1 15 → 1 1 →	
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	77 <del>1</del> 1	1 + CO - CO	2-1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		



FIGURE 4.4-21
Project Only PM Peak Hour Intersection Volumes





**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-22 Existing Plus Project Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	28+ 338+ 43- 43- 43- 188	162	601 46-3 614-→	27 + 604 	214 214 214 214 214 214 214 214 214 214
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	B Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	245+ 324- 324- 324- 245- 245- 324- 324- 324- 324- 324- 324- 324- 324	5m 10 → 60 →	141+ 1 00	28 - 3 34 - +	141- 15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	0- -63 1- 34→	889 → + ← → → → ← → → ← → → ← → ← → → ← → ←	10 - 4887 10 - 4887 10 - 4 - 7		



FIGURE 4.4-23 Existing Plus Project AM Peak Hour Intersection Volumes

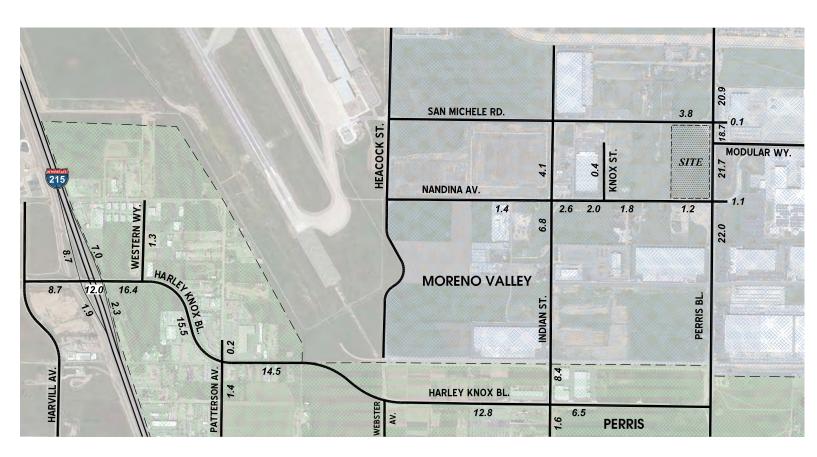


1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	ESSE ←101 → 118 247 → 109 9 → 101	443 + 126 + 513 + 513 + 355	₩66 -493 33 558.+	457 +457 +87 -23+ 523+ 68- 70- 10- 10- 10- 10- 10- 10- 10- 1	134 + 154 134 + 100 134 + 100 134 + 100
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	219 + 64 + 64 + 64 + 64 + 64 + 64 + 64 + 6	7.→ 52.→	168+ 1 h	mo 15_4 40→	168 + 1 F
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	0 → 4-39 0 → 39 →	31 - 127 137 - 120 137 - 100 137 - 100 1	25 - 15 13 - 15 17		



FIGURE 4.4-24 Existing Plus Project PM Peak Hour Intersection Volumes





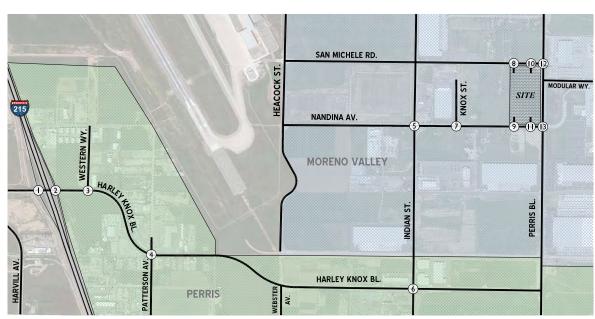
**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-25

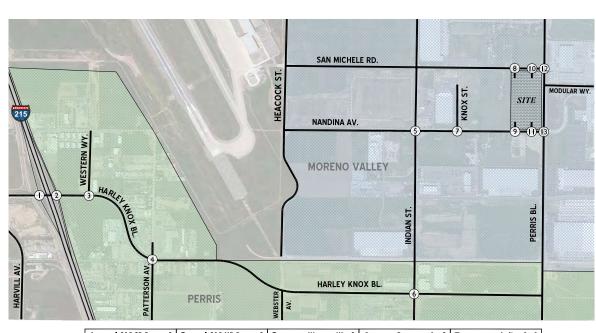
Opening Year (2017) Without Project Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	Nandina Av.
_	964£ -208 -138 373+ 47-	179 - 179 -	51 → 637 →	240 + 2004 200 + 2004 200 + 4042 	25 - 24 - 24 - 25 - 24 - 24 - 24 - 24 -
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	271 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 +	9m 4_4 +-65 113 34-+	Future Intersection	Future Intersection	Future Intersection
11	Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	950 m 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	982 + 11 +8 		



FIGURE 4.4-26 Opening Year (2017) Without Project AM Peak Hour Intersection Volumes

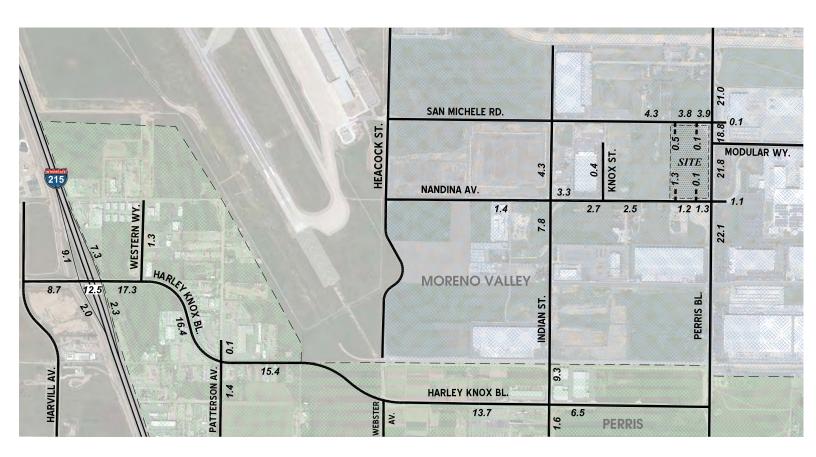


1	I-215 SB Ramps & Harley Knox Bl.	2	I-215 NB Ramps & Harley Knox Bl.	3	Western Wy. & Harley Knox Bl.	4	Patterson Av. & Harley Knox Bl.	5	Indian St. & Nandina Av.
-	301-+ 11-+		190-4 The Control of		40_3 678-+		4 1 + 552 4 1 10 635 + 1		23+ 1-90 54-, 178
•	Indian St. & Harley Knox Bl.	7	Knox St. & Nandina Av.	8	Driveway 1 & San Michele Rd.	9	Driveway 2 & Nandina Av.	10	Driveway 3 & San Michele Rd.
-	257 - 165 - 165 - 18 - 165 - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8		5 † 1 		Future Intersection		Future Intersection		Future Intersection
1	1 Driveway 4 & Nandina Av.	12	Perris Bl. & San Michele Rd.	13	Perris Bl. & Nandina Av.				
	Future Intersection		167 + + 108 167 - + 108 167 - + 108 107 -		154 + 142 154 + 154 154 +				



FIGURE 4.4-27





**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-28

Opening Year (2017) With Project Average Daily Traffic (ADT)



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	58 64 € -208 -143 373 + 47 -	223 + 64 123 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 -	51_→ 674→	200 + 3 + 665 - 3 + 1 + 5 577 + 30 - 1 660 +	23.5 4 6 6 7.9 6 7.0 6 7
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	354- 	9m ↓ 4 +-81 11 - ∮ 63 - +	156+ 17 00	28 J 37 +	156- 156-
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
_	0	1437 + -0 1437 + -0 1437 + -0 1437 + -0 1437 + -0	11 + + + + + + + + + + + + + + + + + +		



FIGURE 4.4-29 Opening Year (2017) With Project AM Peak Hour Intersection Volumes

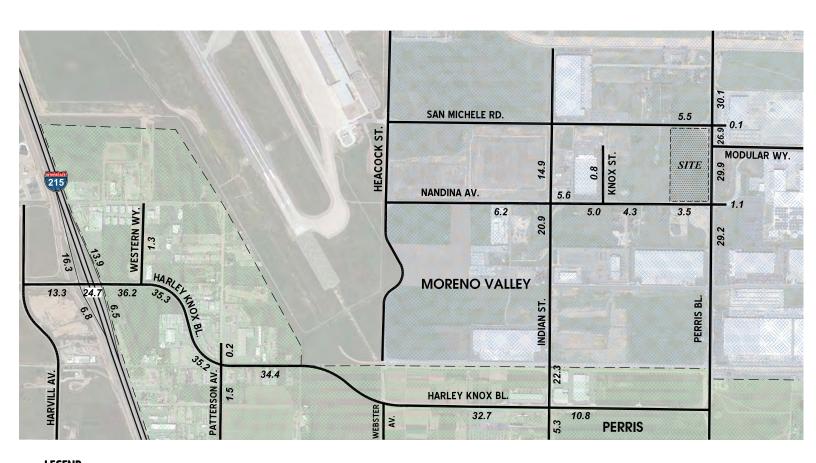


1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	301 + 124 111 + 152	421 + 268 190 - 1 + 1 m 557 + 1 m 557 - 1 m 60	251 40 → 638 698 →	4-194 	237 134 137 137 137 137 137 137 137 137 137 137
E	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.		9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
_	965 	9-4 78-+	204+ 108 204+ 150	32 - 48 50 -+	204- 108
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
-	77 ← 2 0 → 48 47 →	7 + + + + + + + + + + + + + + + + + + +	2000 19 19 114 114 114 114 114 114 114 114 1		



FIGURE 4.4-30 Opening Year (2017) With Project PM Peak Hour Intersection Volumes





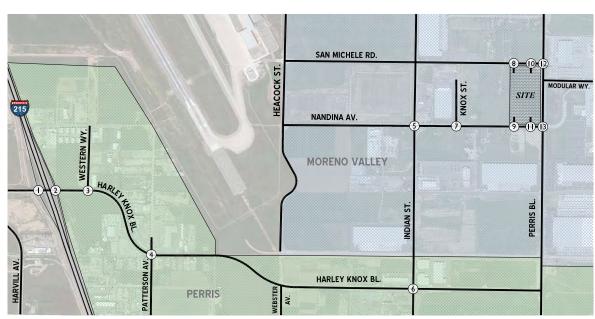
**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-31

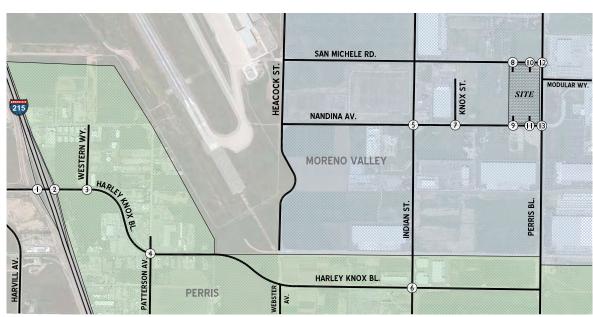
Opening Year Cumulative (2017) Without Project Average Daily Traffic (ADT)



1 I-215 SB Ramps & Harley Knox BI.	2 I-215 NB Ramps & Harley Knox BI.	3 Western Wy. & Harley Knox BI.	Patterson Av. & Harley Knox BI.	5 Indian St. & Nandina Av.
6 Indian St. & Harley Knox BI.  4006 4336  1115 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 Knox St. & Nandina Av.  ———————————————————————————————————	8 Driveway 1 & San Michele Rd. Future Intersection	9 Driveway 2 & Nandina Av. Future Intersection	10 Driveway 3 & San Michele Rd.  Future Intersection
11 Driveway 4 & Nandina Av.  Future Intersection	Perris Bl. & San Michele Rd.	Perris Bl. & Nandina Av.		



FIGURE 4.4-32

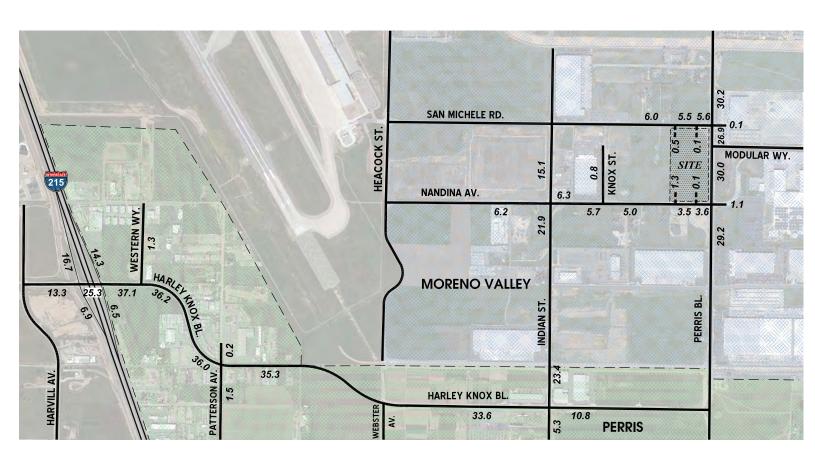


_					
1	I-215 SB Ramps &	2 I-215 NB Ramps &		4 Patterson Av. &	5 Indian St. & Nandina Av.
_	Harley Knox BI.  602  € 000  167  167  167  175  475  869	Harley Knox Bl.	Harley Knox BI.  L8 1797  40- 1165-→	Harley Knox BI.	27 - 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
6	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
	8254 4366	%n ←1 → 168 19→ 224→	Future Intersection	Future Intersection	Future Intersection
11	Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	Future Intersection	265 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	121 + 122 121 + 132 121 + 143 121 + 152 121 + 152		



FIGURE 4.4-33 Opening Year Cumulative (2017) Without Project PM Peak Hour Intersection Volumes





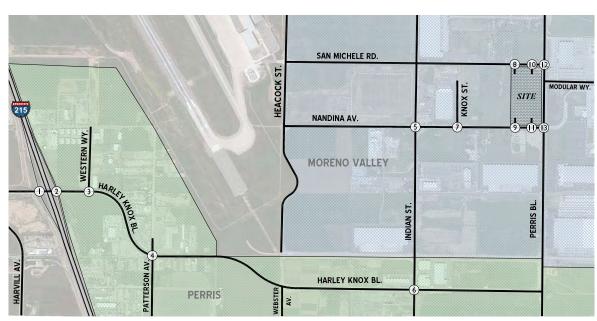
**10.0** = VEHICLES PER DAY (1000'S)

Source: Urban Crossroads (07-06-12)



FIGURE 4.4-34

Opening Year Cumulative (2017) With Project Average Daily Traffic (ADT)



	1 I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.		4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
	439-+ 73-+ 73-+ 73-+	235 + 490 235 + 1255 + 07.99	751 → 1769 →	1670 + 600 m	9727 + 152 + 62 54 + 152 62 54 109 + 100 109 109 109 109 109 109 109
ľ	6 Indian St. & Harley Knox Bl.	7 Knox St. & Nanding Av.	8 Driveway 1 & San Michele Rd.	9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
	135 + 17 135 + 169 135 + 169 135 + 169	9 + 233 30 - 4 134 - +	185+ 11-	28_J 96-+	185 - 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	11 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.	13 Perris Bl. & Nandina Av.		
	0 L 2 -219 1 - 96 - +	1565 100 100 100 100 100 100 100 100 100 10	21 + 12 + 12 + 12 + 12 + 12 + 12 + 12 +		



FIGURE 4.4-35 Opening Year Cumulative (2017) With Project AM Peak Hour Intersection Volumes



1	I-215 SB Ramps & Harley Knox Bl.	2 I-215 NB Ramps & Harley Knox Bl.	3 Western Wy. & Harley Knox Bl.	4 Patterson Av. & Harley Knox Bl.	5 Indian St. & Nandina Av.
_	475-+ 866 866 866	345→ XE K K K K K K K K K K K K K K K K K K	25 ± 8	1143+ M-4 100m + 1792	8800 + 69 
•	Indian St. & Harley Knox Bl.	7 Knox St. & Nandina Av.		9 Driveway 2 & Nandina Av.	10 Driveway 3 & San Michele Rd.
-	28825 28825 28825 4.1209 1500 1	240→    19→   240→	331+ † t	32 → 208 ÷	331 → 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1	1 Driveway 4 & Nandina Av.	12 Perris Bl. & San Michele Rd.			
_	206→ 206→	267 + 10 267 + 10 67 + 10 6	19 14 14 123 123 123 123 1089		



FIGURE 4.4-36 Opening Year Cumulative (2017) With Project PM Peak Hour Intersection Volumes





FIGURE 4.4-37 Existing Plus Project I-215 Freeway Mainline Volumes





FIGURE 4.4-38 Opening Year (2017) Without Project I-215 Freeway Mainline Volumes



**LEGEND:** 



FIGURE 4.4-39





FIGURE 4.4-40 Opening Year Cumulative (2017) Without Project I-215 Freeway Mainline Volumes





FIGURE 4.4-41 Opening Year Cumulative (2017) With Project I-215 Freeway Mainline Volumes



# 4.5 BIOLOGICAL RESOURCES

This subsection assesses the Project's potential to impact sensitive biological resources that may be present on the subject property or that could be otherwise affected by the Project. The analysis is based in part on information contained in a site-specific technical report titled, "Biological Technical Report for First Inland Logistics Center II," prepared by URS Corporation (URS), and dated January 4, 2012. This report is provided as *Technical Appendix G* to this EIR (URS Corporation, 2012a). The Biological Technical Report is accompanied by a Focused Burrowing Owl Survey (dated June 29, 2012) and a Focused Special Status Plant Survey (dated June 29, 2012), also prepared by URS, which are provided as *Technical Appendices G1* (URS Corporation, 2012b) and *G2* (URC Corporation, 2012c), respectively.

## 4.5.1 Existing Conditions

## A. Scope and Methodology

Biologists/Regulatory Specialists from URS conducted a site-specific evaluation of biological resources present or potentially present on the Project site. For this evaluation a biological study area (BSA) for the field survey was defined as 9.0 acres of undeveloped land plus a 250-foot buffer (URS Corporation, 2012a). The BSA did not include the 8.3-acre trailer parking yard on the Project site because that area is developed and has no potential to contain sensitive biological resources. Methods of study included a review of relevant literature and databases, pedestrian based field surveys and wildlife observations. URS assessed resources within the Project's BSA using methodologies and accepted scientific and technical standards and survey guideline requirements issued by the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), and the Western Riverside County MSHCP (URS Corporation, 2012a).

The field studies also focused on a number of primary objectives that satisfy the special provisions of the Western Riverside County MSHCP and also comply with CEQA requirements, including: (1) general reconnaissance surveys and vegetation mapping; (2) general wildlife surveys; (3) habitat assessments and surveys for special-status plants (including species with applicable MSHCP survey requirements); and (4) habitat assessments and focused surveys for special-status animals (including species with applicable MSHCP survey requirements). Observations of plant and wildlife species were recorded during each of the above mentioned survey efforts (URS Corporation, 2012a).

Please refer to Section 2.0 of the Biological Technical Report (*Technical Appendix G*) for a detailed description of the scope and methodology used for the general biological resources assessment.

## B. Existing Vegetation Communities

One vegetation/land use type is present on the Project site; developed and disturbed land. Table 4.5-1, *Summary of Vegetation Communities/Land Uses*, provides a summary of vegetation acreage for the Project site. The remaining 8.3 acre area of the property is developed as a trailer parking yard. A detailed description of the vegetation/land use type is provided below.



Table 4.5-1 Summary of Vegetation Communities/Land Uses

VEGETATION	ACREAGE
Developed/Disturbed Land	9.0 1
Trailer Parking Yard	8.3
Total	17.3

Source: (URS Corporation, 2012a), Table 1.

# □ Developed/Disturbed Land

Approximately 9.0 acres of the Project site consists of developed/ disturbed lands. No native habitat exists within this area. Disturbed habitat areas are dominated by sparse non-native grasses and annual species. These habitats are non-sensitive.

# □ Trailer Parking Yard

Approximately 8.3 acres of the Project site is developed as a trailer parking yard. This area is paved, with the exception of ornamental landscaping installed adjacent to Perris Boulevard and a linear-shaped detention/water quality basin and ornamental landscaping installed adjacent to Nandina Avenue. This area contains no sensitive vegetation communities

# C. Special Status Plants

An evaluation of plant species on the 9.0-acre undeveloped portion of the Project site was conducted by URS on January 4, 2012. The Biological Technical Report (*Technical Appendix G* Table 2) provides a list of the special-status plants evaluated for potential occurrence on the Project site. Plant species were considered based on a number of factors, including: 1) species identified by the California Natural Diversity Database (CNDDB) as occurring (either currently or historically) on or in the vicinity of the Project site, 2) Western Riverside County MSHCP survey areas, and 3) any other special-status plants that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on the Project site.

# □ Narrow Endemic and Criteria Area Plants

The Project site is located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA). During the general biological field evaluation conducted on January 4, 2012, URS looked for the twenty one (21) special status plant species which were reported to grow in the area; however, none of the species were observed. A focused survey for special status plants was conducted on June 7, 2012 per the requirements of the MSHCP (URS Corporation, 2012c). The focused assessment increased the BSA from a 250-foot to 500-foot buffer. The focused assessment searched for potential suitable habitats and identified the presence of one special-status plant species. Smooth tarplant (*Centromadia pungens ssp. laevis*) was detected on the site. Smooth tarplant is a CNPS List 1B.1 species and is a criteria area plant species survey area (CAPSSA) species under the MSHCP. Due to surrounding land use consisting primarily of developed parcels and the limited number of individuals plants; it is unlikely that this species would increase in population.

<sup>&</sup>lt;sup>1</sup> Acreage is rounded



# C. Special Status Animals

The 9.0-acre undeveloped portion of the Project site was evaluated by URS for the presence of special status animal species. The Biological Technical Report (*Technical Appendix G* Table 3) provides a list of special-status animals that were evaluated for their potential to occur in the BSA, including MSHCP Covered Species with additional survey requirements. Species were evaluated based on a number of factors, including: 1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the property, 2) MSHCP species survey areas applicable to the property, and 3) any other special-status animals that are known to occur within the vicinity of the property, or for which potentially suitable habitat occurs on the site.

## □ Special Status Animals Observed On-Site

One special-status animal species was observed within the BSA during the biological field surveys; the California horned lark (*Eremophila alpestris actia*). The California horned lark is a MSHCP Covered Species, indicating that any impacts to this species are covered by the MSHCP.

# California Horned Lark (Eremophila alpestris actia)

The California horned lark does not have a federal or state designation; however, this species is on the State Watch List. Additionally, the California horned lark is a Covered Species under the MSHCP. It has a holarctic distribution, ranging from the Arctic south to central Asia and Mexico with outlying populations in Morocco and Colombia. In general, the northernmost populations are migratory, moving south during the winter into remaining areas of the breeding range.

The California horned lark is a common to abundant resident in a variety of open habitats, usually where trees and large shrubs are absent. Range-wide, California horned larks breed in level or gently sloping shortgrass prairie, montane meadows, "bald" hills, open coastal plains, fallow grain fields, and alkali flats. Within Southern California, California horned larks breed primarily in open fields, (short) grasslands, and rangelands. Grasses, shrubs, forbs, rocks, litter, clods of soil, and other surface irregularities provide cover.

# ☐ Special Status Animals with a Potential to Occur On-Site

One special-status animal that has potential to occur at the Project site is the western burrowing owl (*Athene cunicularia hypugaea*). The Project site is located within the Western Riverside County MSHCP burrowing owl survey area; therefore, a MSHCP protocol burrowing owl survey was performed. A focused burrow survey was completed by URS on June 7, June 11, June 12, and June 20, 2012. As a result of the focus survey, ten burrows were observed; however, no burrowing owls or their signs were found with the potential burrows.

## D. MSHCP Riparian/Riverine Areas and Vernal Pools

The Project site contains no drainages or vegetation that meets the definition of riparian or riverine habitat. Therefore, the Project site does not contain any MSHCP Riparian/Riverine areas. Additionally, the Project site lacks suitable habitat for wetland habitats and does not contain any MSHCP vernal pools.



# E. Regulatory Setting

The proposed Project is subject to state and federal regulations associated with a number of regulatory programs. These programs often overlap and were developed to protect natural resources, including: state and federally listed plants and animals; aquatic resources including rivers and creeks, ephemeral streambeds, wetlands, and areas of riparian habitat; other special-status species which are not listed as threatened or endangered by the state or federal governments; and other special-status vegetation communities. Provided below is an overview of the federal, state, and regional laws, regulations, and requirements that apply to the proposed Project. For more information, refer to Technical Appendix *G*.

## □ State and/or Federally Listed Plants and Animals

# State of California Endangered Species Act

California's Endangered Species Act (CESA) provides definitions for endangered species, threatened species, and candidate species of California. Listed endangered and threatened species are protected by the CESA and candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under the CESA, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections 1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

## Federal Endangered Species Act

The Federal Endangered Species Act of 1973 provides definitions for endangered species and threatened species of the U.S. Under provisions of Section 9(a)(1)(B) of the FESA it is unlawful to "take" any listed species. "Take" is defined in Section 3(18) of FESA: "...harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Further, the USFWS, through regulation, has interpreted the terms "harm" and "harass" to include certain types of habitat modification that result in injury to, or death of species as forms of "take." These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action that could affect a federally listed plant and animal species, the property owner and agency are required to consult with USFWS. Section 9(a)(2)(b) of the FESA addresses the protections afforded to listed plants.

## State and Federal Take Authorizations for Listed Species

Federal or state authorizations of impacts to or incidental take of a listed species by a private individual or other private entity would be granted in one of the following ways:



- Section 7 of the FESA stipulates that any federal action that may affect a species listed as threatened or endangered requires a formal consultation with USFWS to ensure that the action is not likely to jeopardize the continued existence of the listed species or result in destruction or adverse modification of designated critical habitat. 16 U.S.C. 1536(a)(2).
- In 1982, the FESA was amended to give private landowners the ability to develop Habitat Conservation Plans (HCPs) pursuant to Section 10(a) of the FESA. Upon development of an HCP, the USFWS can issue incidental take permits for listed species where the HCP specifies at minimum, the following: (1) the level of impact that will result from the taking, (2) steps that will minimize and mitigate the impacts, (3) funding necessary to implement the plan, (4) alternative actions to the taking considered by the applicant and the reasons why such alternatives were not chosen, and (5) such other measures that the Secretary of the Interior may require as being necessary or appropriate for the plan.
- Sections 2090-2097 of the California Endangered Species Act (CESA) require that the state lead agency consult with CDFG on projects with potential impacts on state-listed species. These provisions also require CDFG to coordinate consultations with USFWS for actions involving federally listed as well as state-listed species. In certain circumstances, Section 2080.1 of the California Fish and Game Code allows CDFG to adopt the federal incidental take statement or the 10(a) permit as its own based on its findings that the federal permit adequately protects the species under state law.

#### Take Authorizations Pursuant to the MSHCP

The Western Riverside County MSHCP, a regional HCP, was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the USFWS, CDFG, and participating entities. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. As such, the MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the MSHCP, and to provide for an overall Conservation Area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species.

Through agreements with the USFWS and the CDFG, the MSHCP designates 146 special-status animal and plant species that receive some level of coverage under the plan. Of the 146 "Covered Species" designated under the MSHCP, the majority of these species have no additional survey/conservation requirements. In addition, through participation with the MSHCP, the MSHCP provides mitigation for project-specific impacts to Covered Species so that the impacts would be reduced to below a level of significance pursuant to CEQA. As noted above, project-specific survey requirements exist for species designated as "Covered Species not yet adequately conserved" (Volume I, Section 6.1.2 of the MSHCP document). As the MSHCP's survey requirements relate to the Project site, surveys are required on the Project site for the western burrowing owl and for narrow endemic plants.



#### 4.5.2 BASIS FOR DETERMINING SIGNIFICANCE

Environmental impacts to biological resources are assessed using impact significance threshold criteria, which reflect the policy statement contained in CEQA, §21001(c) of the California Public Resources Code. Accordingly, the State Legislature has established it to be the policy of the State of California to:

"Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities..."

In the development of thresholds of significance for impacts to biological resources, CEQA provides guidance primarily in §15065, Mandatory Findings of Significance, and the CEQA Guidelines, Appendix G, Environmental Checklist Form. CEQA Guidelines §15065(a) states that a project may have a significant effect where:

"The project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or wildlife community, reduce the number or restrict the range of an endangered, rare, or threatened species, ..."

Therefore, for the purpose of analysis in this EIR, the proposed Project would result in a significant impact to biological resources if the Project or any Project-related component would:

- 1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service;
- 2. Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Wildlife Service;
- 3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 4. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- 5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- 6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan.



#### 4.5.3 IMPACT ANALYSIS

Threshold 1: Would the proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

# A. Vegetation Communities

Approximately 9.0 acres of the Project site consists of developed/disturbed lands and approximately 8.3 acres is developed as a trailer parking yard. Neither portion of the Project site contains sensitive vegetation communities. The trailer parking yard has been built upon and the remaining vacant lot contains no native vegetation community and is fully disturbed (URS Corporation, 2012a). Therefore, the Project will have no impact on sensitive vegetation communities.

## B. Plant Species

The Project site contains one species of special status plant species, smooth tarplant. The smooth tarplant is a CNPS List 1B.1 species; however, due to the developed and disturbed nature of surrounding properties and a small number of individual plants (two) located on the Project site, URS determined that the species is unlikely to grow larger in population. The Project will have a less than significant impact on the plant species because the loss of these two individuals will not significantly impact the persistence of the species.

## C. Wildlife

One special status species was observed on the Project site during biological field surveys, the California horned lark. Impacts to the species would be less than significant because the California horned lark is a MSHCP covered species. An Implementation Agreement (IA) between the USFWS, the CDFW, and participating government bodies including the City of Moreno Valley was executed and associated 10(a)(1)(B) Permit No. TE-088609 was issued on June 22, 2004. For properties such as the Project site that are outside of the MSCHP Criteria Area, impacts to plant and animal species identified in the MSHCP as "Covered Species Adequately Conserved" are authorized by Permit No. TE-088609. The Project will be required to pay the City of Moreno Valley's MSHCP Mitigation Fee, which supplements the financing and acquisition of lands supporting species covered by the MSHCP and to pay for new development's share of this cost.

Additionally, although the species was not observed, the Project site supports habitat for the western burrowing owl. No burrowing owls or their signs were found on the Project site or within a 500-foot buffer around the Project site, but because the property contains suitable habitat for the western burrowing owl, it is possible the species could migrate onto the property prior to construction, resulting in a potentially significant impact. The conduct of a pre-construction survey for the western burrowing owl is required and mitigation will be necessary if the species is found to be present.



Threshold 2: Would the proposed Project have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Wildlife Service?

As documented in the Biological Technical Report completed by URS, the Project site contains no drainages or vegetation that meets the definition of riparian or other sensitive habitats as defined by the CDFW or USFWS. The Project site lacks evidence of riparian or riverine habitats and also does not contain vernal pools. Therefore, the proposed Project has no potential to cause an adverse effect or impact on any riparian habit or other sensitive natural community.

Threshold 3: Would the proposed Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The Project site contains no federal wetlands; therefore, there would be no impact on federally protected wetlands as defined by the Clean Water Act.

Threshold 4: Would the proposed Project interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The 17.3-acre Project site contains a trailer parking yard on the southern 8.3 acres while the northern 9.0 acres consists of developed/disturbed vacant land. There are no water bodies on or adjacent to the site that could support fish; therefore, there is no potential for the Project to interfere with the movement of fish. There are also no native wildlife nurseries on or adjacent to the site; therefore, there is no potential for the Project to impede the use of a native wildlife nursery site.

The property is surrounded by paved roads and developed parcels or parcels planned for development. The surrounding area contains a mixture of industrial warehouses, an automobile junk yard, truck trailer parking lot, undeveloped land and a small number of non-conforming residences. The paved roadways and surrounding land uses impede wildlife movement across the Project site and throughout the Project site's vicinity. Thus, implementation of the Project would not have the ability to interfere with an established migratory wildlife corridor, because the site does not serve as a corridor nor is it connected to an established corridor. Additionally, the Project site is not located adjacent to the Western Riverside County MSHCP Criteria Area or any MSHCP Preserve; thus, the Project has no potential to result in wildlife movement impacts on the MSHCP Preserve.

Threshold 5: Would the proposed Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project would not result in any significant conflicts with local policies related to the protection of biological resources because no local policies are applicable except for the MSHCP. The proposed Project is required to comply with the mandatory payment of MSHCP fees pursuant to Title 3, Chapter 3.48 of the City's Municipal Code. Although the City of Moreno Valley's Landscape Ordinance requires that "all mature trees on a site with 4" calipers or greater in place shall be



retained and preserved," the proposed Project would not conflict with the Landscape Ordinance requirements because no such trees exist on the site, except for ornamental trees in the roadway frontage streetscapes that would be retained. The City of Moreno Valley does not have any additional ordinances in place protecting biological resources. Therefore, no impact would occur.

Threshold 6: Would the proposed Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?

The following is an analysis of the proposed Project's compliance with the Western Riverside County MSHCP's Reserve Assembly Requirements as well as other applicable MSHCP requirements pursuant to the following sections of the MSHCP: Section 6.1.3, Protection of Narrow Endemic Plant Species; Section 6.1.4, Guidelines Pertaining to the Urban/Wildland Interface; and Section 6.3.2, Additional Survey Needs and Procedures.

# Project Relation to Reserve Assembly

The Project site occurs within the overall Plan Area of the MSHCP, and as such the Project is required to abide by any applicable survey and/or conservation requirements. As indicated in the discussion below, all surveys required by the MSHCP have been conducted on the proposed Project site and in the BSA buffer area. The Project site does not occur within the MSHCP Criteria Area. As such, the Project is not required to set aside conservation lands pursuant to the MSHCP, and the Project is not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process, or Joint Project Review (JPR). Accordingly, the proposed Project would not conflict with the MSHCP Reserve Assembly requirements (URS Corporation, 2012a).

# □ Protection of Narrow Endemic Plants

Section 6.1.3 of the MSHCP requires that within the Narrow Endemic Plant Species Survey Area (NEPSSA), site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site and 500 foot buffer are located within NEPSSA 3A; therefore, focused surveys are required for Narrow Endemic Plants on the Project site. After a thorough habitat assessment, a focused survey for smooth tarplant conducted by URS biologists determined that two plants are present. Impacts due to the removal of these two individuals are less than significant because the loss of these two individuals will not significantly impact the persistence of the species. Accordingly, the proposed Project would not conflict with Volume I, Section 6.1.3 of the MSHCP.

## ☐ Guidelines Pertaining to the Urban/Wildland Interface

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area and edge effects with the potential to adversely affect biological resources within the Conservation Area are required to be evaluated. Edge effects are identified in the MSCHP as: Drainage; Toxics; Lighting; Noise; Invasive Species; Barriers; and Grading/Land Development. The Project site does not occur within or adjacent to the MSCHP Criteria Area or existing Conservation Area, or any Public/Quasi-Public lands. As such, the proposed Project would not have the potential to create



indirect effects on the MSHCP Conservation Area and is not be subject to the Urban/Wildland Interface Guidelines (URS Corporation, 2012a). The Project, therefore, is consistent with Section 6.1.4 of the MSHCP.

# Additional Survey Needs and Procedures

MSHCP Section 6.3.2 identifies that in addition to the Narrow Endemic Plant Species addressed in Section 6.1.3, additional surveys may be needed for other certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required for additional plant species if a project site occurs within a designated CAPSSA, or special animal species survey area (i.e., burrowing owl, amphibians, and mammals). Of these, the Project site only occurs within the MSHCP burrowing owl survey area (URS Corporation, 2012a).

As discussed above under the analysis of Threshold 1, a focused survey for the western burrowing owl was completed in accordance with the MSHCP Burrowing Owl Survey Area requirements. The survey determined that no western burrowing owls or diagnostic sign of western burrowing owls (whitewash, pellets, feathers, small mammal bones, etc.) are located within the Project site or within a 500 foot buffer area around the site; therefore, no impact to an observed special-status species would occur. However, the species is migratory and therefore could migrate onto the undeveloped portion of the property prior to ground-disturbing construction activities. The conduct of a preconstruction survey for the species will be required and mitigation will be necessary if the species is found to be present.

## 4.5.4 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site and resulting from full General Plan buildout in the City of Moreno Valley and other jurisdictions in the region within the boundaries of the Western Riverside County MSHCP.

Implementation of the proposed Project would result in permanent ground disturbance and development on the 9.0 acres of the Project site that is not already developed. The primary effects of the proposed Project, when considered with the build out of long range plans in the region, would be the cumulative loss of vacant land that can support habitat for sensitive species. With respect to special-status species, although habitat offered on the Project site (disturbed/developed vegetation) is of substantially lesser quality than habitat that is found in undisturbed natural areas, it still provides open spaces for foraging, refuge, nesting, and areas that can be used for species reproduction.

Anticipated cumulative impacts are addressed within the region by the Western Riverside County MSHCP and the adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California". The MSHCP, as currently adopted, addresses 146 "Covered Species" that represent a broad range of habitats and geographical areas within Western Riverside County, including threatened and endangered species and regionally- or locally-sensitive species that have specific habitat requirements and conservation and management needs. The MSHCP addresses biological impacts for take of Covered Species within the MSHCP area. Impacts to Covered Species and establishment and implementation of a regional conservation strategy and other measures



included in the MSHCP are intended to address the federal, state, and local mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the MSHCP states that:

The MSHCP was specifically designed to cover a large geographical area so that it would protect numerous endangered species and habitats throughout the region. It is the projected cumulative effect of future development that has required the preparation and implementation of the MSHCP to protect multiple habitats and multiple endangered species.

## It goes on to state that:

The LDMF [Local Development Mitigation Fee] is to be charged throughout the Plan Area to all future development within the western part of the County and the Cities in order to provide a coordinated conservation area and implementation program that will facilitate the preservation of biological diversity, as well as maintain the region's quality of life.

The reason for the imposition of the Mitigation Fee over the entire region is that the loss of habitat for endangered species is a regional problem resulting from the cumulative impacts of continuing development throughout all of the jurisdictions in Western Riverside County. Finally, Section 5.1 of the MSHCP states that:

It is anticipated that new development in the Plan Area will fund not only the mitigation of the impacts associated with its proportionate share of regional development, but also the impacts associated with the future development of more than 332,000 residential units and commercial and industrial development projected to be built in the Plan Area over the next 25 years.

As the construction of buildings, infrastructure, and all alterations of the land within areas that are outside of the Criteria Area are permitted under the MSHCP (see MSHCP Section 2.3.7.1), cumulative impacts to biological resources with the exception of MSHCP non-covered species would be less than significant provided that the terms of the MSHCP are fully implemented (MSHCP Final EIR/EIS, Section 4.4.1.6). The MSHCP database has been consulted for the proposed Project and the recommended focused surveys (for the western burrowing owl and narrow endemic plant species) have been conducted. The Project is required to pay the required MSHCP mitigation fees per the City of Moreno Valley Municipal Code Title 3, Chapter 3.48. The Project would comply with the requirements of the MSHCP and, thus, would not conflict with its adopted policies. Accordingly, because the Project complies with the MSHCP, would pay the required MSHCP mitigation fee, and would have less than significant impacts to MSHCP non-covered species, the proposed Project's contribution to cumulative impacts would be less than significant.

As indicated under the discussion and analysis of Threshold 1 in Subsection 4.3.3, the Project site does not contain any habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations. Accordingly, the Project would not result in any cumulatively significant impacts to sensitive species as a result of habitat loss.

Although the Project would impact one special status plant (smooth tarplant), the Project site does not occur within the MSHCP's Criteria Area, indicating that the species is not targeted for conservation in the Project area and would be conserved instead as part of the assemblage of the MSHCP Reserve System. Since the proposed Project and all other developments within the

cumulative study area would be required to comply with the MSHCP, Project impacts to special-status plants are evaluated as less than significant on a cumulative basis.

Regarding special-status animals, the Project would eliminate actual or potential live-in habitat for the burrowing owl and the California horned lark. As the proposed Project and other cumulative developments would be required to comply with the MSHCP, potential Project-related impacts to California horned lark are concluded to be less than significant on a cumulative basis because adequate habitat for the species would be accommodated through the MSHCP Reserve System. The burrowing owl is fairly ubiquitous within the Project vicinity; as such, it is reasonable to conclude that impacts to habitat for this species are occurring throughout the cumulative study area. As such, prior to mitigation, the proposed Project's potential impacts to burrowing owls are concluded to be cumulatively significant and mitigation would be required.

The Project site does not contain habitat of wetlands or riparian areas. Therefore, the Project would not impact any wetlands or riparian areas; thus, the Project does not have the potential to contribute to cumulatively significant wetland and riparian impacts.

As indicated under the discussion and analysis of Threshold 4 in Subsection 4.5.3, the proposed Project would not significantly impact wildlife movement corridors because such corridors already are accommodated by the MSHCP and the Project site is not targeted for conservation as part of any proposed or existing linkages by the MSHCP. In addition, there are no native wildlife nursery sites within the Project vicinity. While Western Riverside County is becoming increasingly urbanized, which could restrict wildlife movement, the MSHCP, and the Conservation Areas established therein, was developed with several goals that specifically support wildlife movement. Accordingly, cumulative impacts to wildlife movement are less than significant. As concluded by the MSHCP's Final EIR/EIS, "The MSHCP provides for the movement of native resident and migratory species and for genetic flow identified for Covered Species. Therefore, impacts related to cores and linkages resulting from the Plan are considered less than significant." (MSHCP Final EIR/EIS, Section 4.1.5) Accordingly, the proposed Project would not result in any cumulatively significant impacts to wildlife movement corridors or native wildlife nursery sites.

The proposed Project would not conflict with any local policies or ordinances protecting biological resources; accordingly, a cumulatively significant impact due to a conflict with such local policies or ordinances would not occur.

As discussed under the analysis of Threshold 6 in Subsection 4.5.3, the proposed Project would be fully consistent with the all applicable MSHCP requirements. As such, cumulative impacts due to a conflict with these the MSHCP would not occur.

## 4.5.5 APPLICABLE PROJECT REQUIREMENTS

Lead Agency: City of Moreno Valley

The following is a list of requirements and/or conditions to which the Project would be required to adhere. Compliance with these measures was assumed throughout the above analysis of impacts to biological resources.

PR 4.5-1 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 3.48, Western Riverside County Multiple Species Habitat Conservation Plan

Fee Program, which requires a per-acre local development mitigation fee that will assist in providing revenue to acquire and preserve vegetation communities and natural areas within the city and western Riverside County which are known to support threatened, endangered or key sensitive populations of plant and wildlife species.

PR 4.5-2 The Project shall comply with City of Moreno Valley Municipal Code Title 3, Chapter 8.60, Threatened and Endangered Species, which requires a per-acre local development mitigation fee pursuant to the City's adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and as established pursuant to Fee Resolution 89-92.

#### 4.5.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Threshold 1: Significant Direct and Cumulative Impact. No sensitive vegetation communities are located on the Project site. A less than significant impact on sensitive plant species would occur because the loss of two individual smooth tarplant would not significantly impact the persistence of the species. The loss of habitat for the California horned lark is less than significant with mandatory MSHCP compliance because the species is a MSHCP Covered Species. Although the western burrowing owl is not present on the Project site, the species could be impacted if it migrates onto the property prior to the commencement of ground-disturbing construction activities, which is a potentially significant direct and cumulative impact.

<u>Threshold 2: No Impact.</u> The Project site lacks riparian and other sensitive habitats; therefore, the Project would have no impact on riparian or other sensitive habitats as defined by the CDFW or USFWS.

<u>Threshold 3: No Impact.</u> No federally protected wetlands are located on the Project site; therefore, no impact would occur.

<u>Threshold 4: No Impact.</u> There is no potential for the Project to interfere with the movement of fish or impede the use of a native wildlife nursery site. Additionally, the Project would not have the ability to interfere with an established migratory wildlife corridor or result in wildlife movement impacts on the MSHCP Preserve.

<u>Threshold 5: No Impact.</u> The Project would not conflict with any local policies or ordinances governing biological resources.

<u>Threshold 6: Significant Direct and Cumulative Impact.</u> The Project site is subject to the Western Riverside County MSHCP and its survey requirements for the western burrowing owl. Although compliant with all MSHCP provisions, and although the species is absent on the property, the property contains suitable habitat for the western burrowing owl. If the species is present on the property at the time a grading permit is issued, impacts would be significant, requiring mitigation.

#### 4.5.7 MITIGATION

MM 4.5-1 Within 30 days prior to grading, a qualified biologist shall conduct a survey of the undeveloped portions of the property and make a determination regarding the

presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the Planning Division prior to the issuance of a grading permit and subject to the following provisions:

- a. In the event that the pre-construction survey identifies no burrowing owls on the property, a grading permit may be issued without restriction.
- b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.
- c. In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall only be issued, either:
  - upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the western burrowing owl by the CDFW.
  - a determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.



# 4.5.8 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

With implementation of Mitigation Measure 4.5-1, potential impacts to the western burrowing owl would be reduced to below a level of significance.



# 5.0 MANDATORY CEQA TOPICS

# 5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project which cannot be avoided if the proposed project is implemented (CEQA Guidelines §15126(b)). As described in detail in Section 4.0 of this EIR, the proposed Project would result in three (3) impacts to the environment that cannot be reduced to below a level of significance after implementation of relevant standard conditions of approval, compliance with applicable regulations, and application of feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significant consist of the following:

• Air Quality (Long-Term): Significant direct and cumulative long-term air quality impact due to an exceedance of the SCAQMD regional threshold for NO<sub>X</sub> emissions, which also would cumulatively contribute to an existing air quality violation within the SCAB (i.e., non-attainment status for ozone) because NO<sub>X</sub> emissions are a precursor for ozone.

The proposed Project's unavoidable air quality impact listed above cannot be reduced to below a level of significance after implementation of the mitigation measures identified in this EIR. Additional feasible mitigation measures are not available to reduce the impact because operational emissions of NOx primarily come from mobile source emissions that are beyond the control of the Project Applicant, future Project tenants, and the City of Moreno Valley.

Noise (Near-Term): Significant direct and cumulative near-term noise impact to due to the
generation of noise levels during Project construction that exceed the City of Moreno
Valley's Noise Ordinance standard of 65 dBA Leq at a distance of 200 feet from the property
line.

In order to mitigate construction-related noise impacts to below a level of significance, all construction activities would need to be set back from the property line by a distance ranging from 565 feet (during architectural coating) to 2,774 feet (during site grading activities). It is not feasible to build the Project while restricting construction activities to those distances. Additionally, there are no feasible alternatives to using noise-generating equipment to construct the proposed Project. Accordingly, there are no feasible mitigation measures available to reduce the Project's near-term construction -related noise impacts to a level below significant.

• Transportation/Traffic (Near-Term): Significant cumulative near-term impact to the intersections of Western Way/Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard.

Under Horizon Year Cumulative (2017) Conditions, the proposed Project would contribute 50 or more peak hour trips to the intersections of Western Way at Harley Knox Boulevard and Indian Street at Harley Knox Boulevard in the City of Perris, which would operate at deficient levels of service. Although these intersections and Harley Knox Boulevard are programmed for improvement under the North Perris RBBD, the Project site lies outside of the RBBD fee area and the Project



Applicant is not subject to fair-share fee payments. Because the City of Moreno Valley has no authorization over City of Perris intersections to ensure that the improvements will be in place prior to the Project's Horizon Year Cumulative (2017) condition, the Project's impact is considered to be cumulatively considerable and unavoidable.

# 5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

The CEQA Guidelines require EIRs to address any significant irreversible environmental changes which would be involved in the proposed action should it be implemented (CEQA Guidelines § 15126.2(c)). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources are not justified (e.g., the project results in the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Natural resources in the form of construction materials and energy resources would be used in the construction of the proposed Project, but development of the Project would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Construction and operation of the proposed Project would not involve the use of large sums or sources of non-renewable energy.

Implementation of the proposed Project would result in the commitment of future generations to one warehouse building on the proposed Project site. Surrounding the Project site, several large-scale industrial and warehouse buildings have been developed and there are several approved development projects in this area that are pending construction. Immediately abutting the proposed Project site on the west is property containing a warehouse building occupied by Harbor Freight Tools, beyond which is a warehouse distribution facility currently occupied by Modular Metal Fabrications, Inc. Property located north of the site is designated for future industrial development, but currently consists of undeveloped land, several existing non-conforming single-family residences, and an automobile junk yard. Beyond those uses is another large warehouse distribution facility currently occupied by O'Reilly Auto Parts. Land immediately east of the Project site includes undeveloped land and two existing warehouse distribution facilities currently occupied by El Dorado Stone and Walgreens. To the south of the proposed Project site are disturbed lands used for truck trailer parking and one non-conforming single-family residence, south of which is a warehouse distribution facility currently occupied by Harman Distribution Center.

As demonstrated in the analysis presented throughout EIR Section 4.0, long-term operation of the proposed Project would not result in significant physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts associated with air quality (long-term), noise (near-term), and traffic (near-term) as summarized above in Subsection 5.1, these effects would not commit surrounding properties to land uses other than the uses currently by the Moreno Valley General Plan and/or the Moreno Valley Industrial Area Plan.

EIR Subsection 5.4.5 provides an analysis of the proposed Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage to the environment. As concluded in the analysis, the proposed Project would be required to comply with federal, state, and local regulations related to hazardous materials, which would ensure that construction and long-term operation of the proposed Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

To reduce the Project's energy needs and fossil fuel consumption, and thereby reduce air emissions, the City of Moreno Valley will apply Conditions of Approval to the Project to ensure mandatory compliance with applicable regulatory requirements imposed by the State of California and the SCAQMD (as summarized in EIR Subsections 4.1 and 4.2, which would reduce the Project's level of demand for energy resources. Therefore, the proposed Project would not result in the wasteful use of energy or the consumption of resources that are not justified based on the scale of the proposed Project.

# 5.3 Growth Inducing Impacts of the Proposed Project

CEQA requires a discussion of the ways in which the proposed Project could be growth inducing. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines §15126.2(d)). New employees and new residential populations represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Western Riverside County abuts San Bernardino County to the northeast, Orange County to the west and San Diego County to the south. These adjacent counties have large employment bases and given Riverside County's close proximity to these adjacent counties, many Riverside County residents commute to jobs in adjacent counties. The California Employment Development Department (CEDD) reported that 173,379 workers were commuting out of Riverside County in 2000 (CEDD, 2008)<sup>1</sup>.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population growth results in increased demand for service and commodity markets responding to the new population. Economic growth would likely take place as a result of the proposed Project's operation as warehouse building, but the intensity of economic growth would occur consistent with planned growth identified in the Moreno Valley General Plan and in the General Plans of adjacent jurisdictions. The Project is consistent with the Business Park/Light Industrial land use designation assigned to the property by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (MVIAP).

<sup>&</sup>lt;sup>1</sup> As of November 2012, the California Employment Development Department had not yet released County-to-County commuter data based on the 2010 Census.



Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies such as the Southern California Association of Governments (SCAG). Significant growth impacts also could occur if the project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Development of the Project with one warehouse building may place development pressure on several surrounding parcels designated for industrial development and that are currently undeveloped. However, these surrounding properties already are planned for development by the MVIAP and implementation of the proposed Project would not directly promote growth on these adjacent and surrounding properties. Because development of nearby parcels would be consistent with the City's General Plan and the MVIAP, growth-inducing impacts of the Project would be less than significant. The Project is not expected to induce growth or land use changes on other parcels in the vicinity, as other lands surrounding the site are either already developed or planned to be developed consistent with their General Plan and/or MVIAP land use designations.

Projected growth quantifications for the Project are most meaningful for the geographic area covered by the Western Riverside County Council of Governments (WRCOG). This area includes the cities of Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, and Temecula, as well as portions of unincorporated Riverside County (including the new city of Menifee which was not yet incorporated at the time SCAG forecasts were published). SCAG's most recently adopted Integrated Growth Forecast (SCAG, 2008) for the WRCOG area is reflected below in Table 5-1, SCAG Growth Forecasts for the WRCOG Region. The proposed Project is consistent with those forecasts, in that the forecasts considered City General Plan buildout.

"Jobs-to-housing ratio" measures the extent to which job opportunities in a given geographic area are sufficient to meet the employment needs of area residents. However, as noted in the City's General Plan, "The land use plan allows for an adequate number of jobs to meet the needs of local residents" (Moreno Valley 2006a, p. 2-6). The proposed Project is consistent with the General Plan's land use designation for the site; therefore, the proposed Project would assist the City in improving the jobshousing ratio, which under existing conditions is lower than the statewide and regional average (indicating the City of Moreno Valley and surrounding areas experience a relatively low jobs-to-housing ratio).

CATEGORY	YEAR 2010	YEAR 2015	YEAR 2020	YEAR 2025	YEAR 2030	YEAR 2035
Population	1,735,426	1,918,962	2,096,544	2,262,992	2,414,256	2,550,867
Households	546,047	609,219	671,933	727,622	780,743	828,547
Employment	588,523	691,260	797,626	901,163	1,005,923	1,098,233

Table 5-1 SCAG Growth Forecasts for the WRCOG Region

Source: SCAG, Regional Transportation Plan (RTP), 2008.

The northern half of the Project site (approximately 8.9 acres) is undeveloped and the southern half of the site (approximately 8.4 acres) is developed as a parking lot that is used for truck trailer parking, Lands immediately surrounding the Project site include undeveloped lands, warehouse buildings, and other land uses located on properties designated and zoned for industrial development by the City of Moreno Valley. Development in the area is occurring in accordance with the City of Moreno Valley General Plan and MVIAP. Implementation of the proposed Project would not stimulate growth in the area beyond that anticipated by the City of Moreno Valley General Plan.

Indirect growth-inducing impacts at the local level result from a demand for additional goods and services associated with the increase in people in the area, including employees. This occurs in suburban or rural environments where population growth results in increased demand for service and commodity markets responding to the new population. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. The implementation of the proposed Project would result in growth-inducing impacts of the region, but not beyond that which is already envisioned by the General Plan.

# 5.4 EFFECTS FOUND NOT TO BE SIGNIFICANT AS PART OF THE INITIAL STUDY PROCESS

CEQA Guidelines §15128 requires that an EIR:

"...contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

An Initial Study was prepared for the proposed Project, which is included as *Technical Appendix A* to this EIR. Through the Initial Study process, the City of Moreno Valley determined that the proposed Project would not have the potential to cause significant adverse impacts to 13 environmental subject areas, including: aesthetics, agricultural resources, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality, land use/planning, mineral resources, population and housing, public services, recreation, and utilities/service systems. Therefore, these issue areas are not required to be analyzed in detail in Section 4.0, Environmental Analysis, of this EIR. A brief summary of issues found not to be significant is presented below. For information on the Project's background, refer to EIR Subsection 1.3, Project History, which summarizes the results of prior CEQA documentation prepared for the Project site.



#### 5.4.1 AESTHETICS

The Project site is located in the City of Moreno Valley, which lies within a relatively flat valley floor surrounded by rugged hills and mountains. Scenic vistas within Moreno Valley are defined by the Box Springs Mountains and Reche Canyon area to the north, the "Badlands" to the east, and Mount Russell to the south. According to General Plan Figure 7-2, *Major Scenic Resources*, the Project site, which is located in the southwestern portion of the City, is not in close proximity to these major scenic resources and is not located within an identified view corridor or along an identified scenic route (City of Moreno Valley 2006a). Therefore, although the proposed Project would change the current aesthetics of the property from a parking lot and undeveloped lot to a developed logistic center, that aesthetic change would have a less than significant impact on a scenic vista.

The Project site is not located within or adjacent to a scenic highway corridor and does not contain trees, rock outcroppings, or historic buildings (City of Moreno Valley 2006a, pp. 7-13). Furthermore, there are no State-designated or eligible scenic highways within the City of Moreno Valley. The Project site is located approximately 6.0 miles north of Highway 74, which is the only facility within the Project vicinity that is designated as a State-eligible scenic highway. The Project's proposed development features (one building, parking lots, truck yards, landscaping, etc.) would not be discernable from Highway 74 due to intervening development and distance. Accordingly, no impact would occur.

Implementation of the proposed Project would result in the visual conversion of the site from an undeveloped lot and truck trailer parking lot to that of a developed site containing one warehouse building. The visual character of the site's surroundings is dominated by warehouse buildings and undeveloped properties designated for future industrial development. Implementation of the proposed Project would implement the City's General Plan and MVIAP as applicable to the property and would not substantially degrade the visual character or quality of the site or the site's surroundings. The visual character of the site would change, but the change would not be degrading to the existing visual character or quality of the property or its surroundings, resulting in a less than significant impact.

Exterior lighting proposed by the Project would be required to comply with City lighting requirements and the design standards of the MVIAP, which address light and glare. Compliance with City Municipal Code requirements and the MVIAP, demonstration of which would be required prior to City issuance of a building permit, would ensure that no operation, activity, sign, or light fixture proposed by the Project would produce substantial amounts of light or glare that would adversely affect the day or nighttime views of adjacent properties (City of Moreno Valley n.d., City of Moreno Valley 2002, p. III-19). With respect to potential daytime glare impacts, the proposed Project would involve the construction and operation of one building with exterior building surfaces that consist of tilt-up concrete construction and windows with reflective glazing. While glazing has a potential to result in glare effects, such effects would not adversely affect the daytime views of any surrounding properties, including motorists on adjacent roadways because the site would be surrounded along roadway perimeters with screen walls and landscaping. Accordingly, impacts to day or nighttime views in the area would be less than significant.



For the reasons stated above, the proposed Project would result in less than significant impacts to aesthetics.

#### 5.4.2 AGRICULTURAL RESOURCES

The Project site is not used for agriculture. It contains lands classified as "Farmland of Local Importance" by the Farmland Mapping and Monitoring Program (FMMP) and does not contain any soils mapped by the State Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (City of Moreno Valley 2006b 5.8-3). There are no General Plan policies requiring conservation of Farmland of Local Importance (City of Moreno Valley 2006a, p. 5.8-3). As such, a less than significant impact due to the conversion of important farmland types would occur with implementation of the Project.

The Project site is not within an agricultural preserve, nor is it subject to a Williamson Act contract. Under existing conditions, the Project site is comprised of a parking lot and vacant, undeveloped land. Lands surrounding the proposed Project site are not used for agricultural production and include undeveloped lands, non-conforming single family residential uses, warehouse distribution land uses, and industrial support areas (i.e., truck trailer parking). The Project site is zoned for industrial and industrial-support land uses and the immediate surrounding area is similarly zoned. Because the Project site is not located in or adjacent to an agricultural preserve and neither the Project site nor any immediately surrounding property is zoned for agricultural use, the proposed Project would not conflict with an existing agricultural use, zoning, or a Williamson Act contract.

For the reasons stated above, the proposed Project would result in less than significant impacts to agricultural resources.

## 5.4.3 CULTURAL RESOURCES

The Project site contains no structures or sites of historic significance. Because no historic resources exist on the property, no impact would occur. Furthermore, the Project site was not identified as a historic resource as part of the historic resource inventory that was conducted as part of the City of Moreno Valley General Plan FEIR (City of Moreno Valley 2006b, p. 5.10-3). Therefore, implementation of the proposed Project has no potential to result in a substantial adverse change to any designated historic resource, because no such resources exist on the Project site.

URS Corporation conducted a cultural resources inventory of the undeveloped portion of the proposed Project site in 2012 that included a records search at the Eastern Information Center at the University of California, Riverside and a pedestrian survey of the site. According to the archival research, no known cultural resources had been previously identified within the Project site, and no archaeological resources have previously been identified within the ½ mile of the Project site (URS Corporation 2012d, pp. 4-1 to 4-2). No archaeological resources were discovered on-site during the pedestrian survey (URS Corporation 2012d, p. 5-1). Additionally, the 2008 MND and its Addenda Nos. 1 and 2 prepared to evaluate the development of an interim parking lot on the property indicated that the potential for uncovering resources is low. No resources were recovered during site preparation activities during construction of the existing parking lot. As such, no known significant archaeological resources are present on the property.

Nonetheless, during site excavation and/or grading activities that occur during Project construction activities, there is a potential, however unlikely, to uncover archaeological resources that may be buried beneath the surface of the site if ground disturbance extends into previously undisturbed soils. Conditions of Approval would be imposed on the Project that would require any suspected archaeological resources discovered during ground-disturbing activities to be evaluated by a qualified archaeologist. Ground-disturbing activities would be required to cease within the immediate vicinity of any suspected archaeological resources until the qualified archaeologist determines the significance of the suspected archaeological resource and protective measures are implemented as recommended by the qualified archaeologist. Mandatory compliance with the Conditions of Approval would ensure that potential impacts to previously undiscovered archaeological resources would be less than significant.

During archaeological field investigations of the Project site, no evidence of human remains, including those interred outside of formal cemeteries, were observed (URS Corporation 2012d, p. 5-1). Additionally, no human remains were uncovered during construction of the parking lot in the southern portion of the Project site. Nevertheless, the potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. In the event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated and ensure that potential impacts are less than significant.

The Project site does not contain any known unique geologic features. In addition, the proposed Project site is identified by the City's General Plan FEIR as having a "low" potential to contain unique paleontological resources (City of Moreno Valley 2006b, pp. 5.10-11). The 2008 MND prepared for the southern portion of the Project site that is now a parking lot also identified no potential to impact a paleontological resource or unique geologic feature. No paleontological resources were encountered during construction activities for the existing on-site parking lot. Depth of grading for the proposed Project would be approximately five feet or less, which also substantially limits the potential for subsurface resource discovery. For these reasons, the proposed Project has no potential to destroy unique paleontological resources or geologic features.

For the reasons stated above, the proposed Project would result in less than significant impacts to cultural resources. The following Project Requirement is carried forward as a Condition of Approval from the previously-approved project (P12-061):

"P12: If potential historic, archaeological, or paleontological resources are uncovered during excavation or construction activities at the project site, work in the affected area will cease immediately and a qualified person (meeting the Secretary of the Interior's standards (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize, or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by the consultant shall be implemented as deemed appropriate by the Community & Economic Development Director, in consultation with the State Historic Preservation Officer (SHPO)



and any and all affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered, work in the affected area shall cease immediately and the County Coroner shall be notified. If it is determined that the remains are potentially Native American, the California Native American Heritage Commission and any and all affected Native American Indians tribes such as the Morongo Band of Mission Indians or the Pechanga Band of Luiseno Indians shall be notified and appropriate measures provided by State law shall be implemented (GP Objective 23.3, DG, CEQA)."

## 5.4.4 GEOLOGY/SOILS

No known earthquake faults traverse the Project site and the Project site is not located within an Alquist-Priolo fault zone (Southern California Geotechnical, p. 10). Because there are no faults located on the Project site, there is no potential that the Project could not expose people or structures to adverse effects related to ground rupture.

The Project site is located in a seismically active area of Southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project; however, this risk is not considered substantially different than that of other similar properties in the Southern California area. As a mandatory condition of Project approval, the Project would be required to construct proposed structures in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 and the City Building Code. The CBSC and City Building Code are designed to minimize adverse effects associated with strong seismic ground shaking. With mandatory compliance with standard design and construction measures, potential adverse impacts would be reduced to less than significant and the Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking.

The Project site is not located within a "Potential Liquefaction" zone (City of Moreno Valley 2006a, p. 6-18). Furthermore, a geotechnical report prepared for the subject property concludes that the risk of liquefaction at the Project site is low due to the subsurface conditions that include medium dense well-graded granular soils and a lack of shallow groundwater table (Southern California Geotechnical, p. 11). Furthermore, the site would be designed in accordance with the latest applicable seismic safety guidelines, including the requirements of the CBSC, which is anticipated to reduce the risk of seismic-related ground failure to less than significant levels. As such, development of the Project site would result in less than significant risks related to seismic-related ground failure, including liquefaction.

The Project site is relatively flat, as is the surrounding area. There are no hillsides or steep slopes on the site or in the vicinity of the Project site. Accordingly, the Project site is located within an area with no potential for landslides, and development on the subject property would not be exposed to any risk of landslide.

Development of the Project site would disturb the site during grading and construction and expose the underlying soils, which would increase erosion susceptibility. The Project's required adherence to standard regulatory requirements would lessen any potential erosion impact to below a level of



significance. These include, but are not limited to, requirements imposed by the City of Moreno Valley's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (State Water Resources Control Board Order No. 99-08-DWQ), which requires the preparation of a Project-specific Water Quality Management Plan (WQMP) and the implementation of Best Management Practices (BMPs) to minimize the soil erosion and sedimentation in stormwater runoff leaving the Project site. In the long-term, development of the subject property would introduce additional impervious surfaces and landscaping on the Project site, thereby reducing the potential for erosion and loss of topsoil.

The geotechnical report for the Project site by Southern California Geotechnical Inc. in January 2012 determined that most soils within the subject property consist of sands and silty sands that are non-expansive. However, soils with increased clay content are located at depths below five feet, and could be encountered during required remedial grading activities (Southern California Geotechnical, p. 12). The proposed Project would be subject to the recommendations of the geotechnical report, as well as future geotechnical recommendations associated with future grading and building permits, which would ensure that any potentially expansive soils encountered during remedial grading on the Project site are appropriately remediated through site design considerations. Accordingly, the proposed Project would be subjected to less than significant risks related to unstable geologic units/soils and/or expansive soils.

For the reasons stated above, the proposed Project would result in less than significant impacts to geology/soils.

#### 5.4.5 HAZARDS AND HAZARDOUS MATERIALS

The portion of the property developed as parking lot contains no known hazardous materials. According to a review of available historical data, it appears that the undeveloped portion of the subject property was vacant land from at least 1938 to the present. No evidence of hazardous materials, hazardous waste, underground storage tanks (USTs), above-ground storage tanks (ASTs), transformers or other potentially PCB-containing equipment were observed onsite during a site reconnaissance (URS Corporation 2012d, p. ES-1). Additionally, the site is not listed in any regulatory database for hazardous materials sites (URS Corporation 2012d, pp. 6-1 to 6-4). The March Air Reserve Base (ARB), located about 0.9-mile west of the proposed Project site, is documented as having the potential for groundwater contamination associated with its past use, but the Phase I ESA reports conclude that due to the orientation of groundwater flows in the area and distance to the March ARB, the potential for groundwater contamination at the proposed Project site is considered low (URS Corporation 2012d, p. 6-4). No other contaminated sites within the vicinity have the potential to create a significant hazard to future site workers (URS Corporation 2012d, p. 6-3 & 6-4). Accordingly, a less than significant impact associated with contamination on or affecting the proposed Project site would occur.

The specific business or tenant that will occupy the Project site's proposed building is not known at this time. The Project site is located within the Moreno Valley Industrial Area Plan, and the Plan designates the site for "Industrial" land uses. Based on the list of land uses permitted in the Industrial zone by the Moreno Valley Area Plan, it is possible that hazardous materials could be used during the course of daily operations. Examples of types of businesses that could occupy the proposed buildings on-site include warehouses, distribution businesses, and manufacturing industries.

Hazardous materials used by the future tenant of the Project may include chemical reagents, solvents, fuels, paints, and cleansers. Potential on-site uses also could generate hazardous byproducts that eventually must be handled and disposed of as hazardous materials. If businesses that use or store hazardous materials occupy the Project, the business owner and operator would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. With mandatory regulatory compliance, the Project would not pose a significant hazard to any nearby use and any impacts would be less than significant.

The nearest school site, El Potrero Elementary School, is located approximately 0.7-mile northeast of the site. There are no school sites planned within one quarter mile of the site as part of the General Plan or MVIAP. Accordingly, the proposed Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The Project site is located 0.9-mile east of the March ARB. There are no private airfields in the vicinity of the Project site. Pursuant to the March ARB Compatible Use Zone Study commissioned by the United States Air Force and as depicted on Figure 6-5 of the Moreno Valley General Plan, the Project site is not located within a zone subject to hazards related to air crashes (City of Moreno Valley 2006a, p. 6-30). Accordingly, implementation of the proposed Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by the City. Because the Project would not interfere with an adopted emergency response or evacuation plan, impacts are evaluated as less than significant.

The proposed Project is not located within a high wildfire hazard area (City of Moreno Valley 2006b, p. 5.5-5). The proposed Project site is located in an area that has been largely developed, with an existing industrial warehouse building located west of the site, industrial warehouse uses located east of the site, and disturbed lands and single family residences located to the south and north of the site. Accordingly, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

For the reasons stated above, the proposed Project would result in less than significant impacts to hazards and hazardous materials.

#### 5.4.6 HYDROLOGY/WATER QUALITY

Water runoff from developed areas of the Project site may contain urban pollutants such as petroleum products, fertilizers, pesticides, soils, etc., which can degrade water quality if discharged from the site. The Project's Preliminary Water Quality Management Plan (WQMP) is prepared in accordance with City requirements to identify pollutants of concern and identify means to reduce their discharge from the site (i.e., Best Management Practices, BMPs). Required adherence to the Project-Specific WQMP would reduce the amount of pollutants in stormwater runoff, as well as non-storm water discharges. Furthermore, the Project will be required to comply with the Santa Ana River Basin



Water Quality Control Program and the City of Moreno Valley's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit requirements (which requires the preparation of Stormwater Pollution Prevention Program (SWPPP) to control sediment/siltation runoff) to minimize the discharge of pollutants in storm water during short-term construction and long-term operational activities. Mandatory compliance with the Project's WQMP, in addition to compliance with NPDES Permit requirements, would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged into receiving waters. Therefore, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

The Project does not propose the installation of any water wells that would directly extract groundwater; however, the change in pervious surfaces to impervious surfaces that would occur with development of the site could reduce the amount of water percolating down into the underground aquifer that underlies the Project site and a majority of the City. However, and as noted in the City's General Plan EIR "the impact of an incremental reduction in groundwater would not be significant as domestic water supplies are not reliant on groundwater as a primary source (City of Moreno Valley 2006b, p. 5.7-12)." Accordingly, with buildout of the Project, the local groundwater levels would not be affected. Therefore, impacts to groundwater supplies and recharge would be less than significant.

The Project would involve demolition activities and mass grading of the site, which would alter the existing drainage pattern. Any alteration in drainage pattern has the potential to result in erosion and siltation both on-site during construction and off-site upon build-out of the Project, and also has the potential to increase the risk of on- and off-site flooding. To fully and more accurately determine the extent of potential erosion/siltation and flooding on- or off-site, a site-specific hydrology study was prepared for the Project site. The hydrology study evaluated the difference between existing and post-development drainage conditions, and determined that with buildout of the proposed Project there would be no substantial alteration to the existing drainage pattern of the site facilities because proposed stormwater drainage facilities on-site would attenuate the rate and volume of storm water discharge to be similar to the rate and volume that occurs under existing conditions (Albert A. Webb Associates 2012b, pp. 1-3). Accordingly, there would not be any significant increases in erosion/siltation or flooding on- or off-site. Impacts would be less than significant.

The Project site is not located within or adjacent to a 100-year floodplain (City of Moreno Valley 2006a, p. 6-26 and City of Moreno Valley 2006b, p. 5.5-5). Accordingly, the proposed Project would not place structures within a 100-year flood hazard area which could impede or re-direct flood flows. Furthermore, the proposed Project does not include housing. Therefore, there is no potential for the Project o place housing within a 100-year floodplain.

The nearest dam to the Project site is Lake Perris, located approximately 1.75 miles southeast of the subject property. Due to the distance of Lake Perris from the Project site and the topographic characteristics of the area, failure of a dam at Lake Perris would not expose people or structures on the Project site to flooding.

The Pacific Ocean is located more than 38 miles from the Project site; consequently, there is no potential for tsunamis to impact the Project. In addition, no steep hillsides subject to mudflow are located on or near the Project site. The nearest large body of water to the Project site is Lake Perris,



located approximately 1.75 miles southeast of the Project site. Due to the distance of Lake Perris from the Project site and the topographic characteristics of the area, a seiche in Lake Perris would not impact the Project site. Although the Project site is located 0.25 mile south of the Perris Valley Channel, the Perris Valley Channel is not an enclosed or semi-enclosed basin that would be conducive to reverberation and creation of a seiche. Therefore, impacts associated with seiches, mudflows, and/or tsunamis would not occur.

For the reasons stated above, the proposed Project would result in less than significant impacts to hydrology/water quality.

## 5.4.7 LAND USE/PLANNING

The Project proposes to develop a logistics center warehouse building on a property that consists of a truck trailer parking lot and undeveloped land under existing conditions. Properties adjacent to the Project site have either been developed or are planned for development with industrial land uses. The subject property is designated for "Business Park/Light Industrial" land uses pursuant to the City of Moreno Valley General Plan, and is zoned for "Industrial" uses pursuant to the MVIAP. Development of the proposed warehouse building on the subject property would not conflict with applicable land use plans, policies, or regulations, and would not physically divide an established community.

As discussed in Section 4.5, *Biological Resources*, the proposed Project is subject to the adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and the adopted Western Riverside County MSHCP, which are the habitat conservation plans applicable to the City of Moreno Valley and the proposed Project site. The proposed Project is not located within any MSHCP designated Criteria Cells or Cell Groups, and the proposed Project site does not contain any riparian/riverine areas or vernal pools. The Project is subject to preconstruction surveys for the burrowing owl and mitigation measures are applied in Section 4.5 to ensure that the Project would comply with the MSHCP's species-specific survey and conservation requirements for the burrowing owl. From a land use and planning prospective, the Project would not conflict with the MSHCP because the property is not designated for conservation and would comply with all required species survey requirements.

For the reasons stated above, the proposed Project would result in less than significant impacts to land use/planning.

## 5.4.8 MINERAL RESOURCES

The Project site is not located within an area known to be underlain by regionally- or locally-important mineral resources, or within an area that has the potential to be underlain by regionally- or locally-important mineral resources (City of Moreno Valley 2006b, p. 5.14-2). Accordingly, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. Accordingly, impacts to mineral resources would be less than significant.



#### 5.4.9 POPULATION AND HOUSING

The proposed Project would develop the subject property with a logistics center warehouse building in accordance with the "Business Park/Light Industrial" land use designation applied to the site by the City of Moreno Valley General Plan and the "Industrial" zoning designation applied to the Project site by the MVIAP. Accordingly, the Project would not result in growth that was not already anticipated by the City of Moreno Valley General Plan and evaluated in the City of Moreno Valley General Plan FEIR. The Project site is served by existing public roadways and utility infrastructure is already installed beneath public rights of way that abut the property. As such, implementation of the Project would not result in direct or indirect growth in the area, and impacts are evaluated as less than significant. As such, implementation of the Project would not result in direct or indirect growth in the area, and impacts are evaluated as less than significant.

Under existing conditions the Project site is partially developed as a parking lot and partially vacant. The property contains no residential structures. Accordingly, implementation of the Project would not displace housing or people, and would not necessitate the construction of replacement housing elsewhere; thus, impacts would not occur.

For the reasons stated above, the proposed Project would result in no impacts to population/housing.

#### 5.4.10 Public Services

The proposed Project would be primarily served by the College Park Fire Station (Station No. 91), an existing station located approximately 2.3 roadway miles northeast of the proposed Project site. The Project site also could be served by the Kennedy Park Fire Station (Station No. 65), an existing station located approximately 2.8 roadway miles north of the Project. The proposed Project would be required to provide a minimum of fire safety and support fire suppression activities, including type of building construction, fire sprinklers, a fire hydrant system and paved access to the proposed Project area. Furthermore, the proposed Project is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including fire protection facilities. Mandatory compliance with the Development Impact Fee Ordinance would be required prior to the issuance of building permits. Based on the foregoing, the proposed Project would receive adequate fire protection service, and would not result in the need for new or physically altered fire protection facilities.

The development of the subject property with business park/light industrial land uses would introduce new structures and employees to the Project site. This increase in the developed environment would result in an incremental increase in demand for police protection services, but would not require or result in the construction of new or physically altered police facilities. Prior to the issuance of building permits, the Project Applicant would be required to comply with the provisions of the City of Moreno Valley's Development Impact Fee Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including police facilities. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities are therefore evaluated as less than significant.

The Project would not create a direct demand for public school services, as the subject property would be developed solely with one warehouse building and would not generate any school-aged children requiring public education. The addition of employment uses on the Project site would assist in the achievement of the City's goal to provide a better jobs/housing balance within the City and the larger western Riverside County region. Thus, the Project is not expected to draw new residents to the region and would therefore not indirectly generate additional school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not result in the need to construct new or physically altered public school facilities. Regardless, the Project Applicant would be required to contribute development impact fees to the Val Verde Unified School District, in compliance with California Senate Bill 50 (Greene). Mandatory payment of school fees would be required prior to the issuance of building permits. Project-related impacts to public schools are evaluated as less than significant.

As discussed below under Subsection 5.4.11, the proposed Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the Project would not adversely affect any park facility and impacts are regarded as less than significant.

The proposed Project would not result in a demand for other public facilities/services, including libraries, community recreation centers, and animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified facilities.

For the reasons stated above, the proposed Project would result in less than significant impacts to public services.

#### 5.4.11 RECREATION

The Project proposes to develop the site with one warehouse distribution building. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Accordingly, implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park.

The Project does not propose to construct any new on- or off-site recreational facilities and would not expand any existing off-site recreational facilities. Therefore, adverse environmental impacts related to the construction or expansion of recreational facilities would not occur with implementation of the Project.

For the reasons stated above, the proposed Project would result in no impacts to recreation.

#### **5.4.12 UTILITIES/SERVICE SYSTEMS**

Wastewater service is provided to the Project site by EMWD. EMWD is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed Project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project



would have no potential to violate the applicable wastewater treatment requirements established by the RWQCB. With the exception of new on-site sewer conveyance lines, the Project would not create the need for any new or expanded wastewater facility (such as treatment facilities, storage tanks, or pump stations). The construction of on-site sewer facilities would result in physical impacts to the surface and subsurface of the Project site; however, these impacts are considered to be inherent to the Project's construction phase and are evaluated throughout this EIR accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this EIR, as feasible. There would be no significant environmental effects created particular to on-site water line installation.

With the exception of new on-site water service lines, the Project would not create the need for any new or expanded water facility (such as treatment facilities, storage tanks, or pump stations). The construction of on-site water facilities would result in physical impacts to the surface and subsurface of the Project site (with small encroachments into adjacent public rights of way of developed/paved streets); however, these impacts are considered to be inherent to the Project's construction phase and are evaluated throughout this EIR accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this EIR, as feasible. There would be no significant environmental effects created particular to on-site water line installation.

The Project also includes regional storm drain improvements in San Michele Road (along the northern Project site border) and in Perris Boulevard from San Michele Road south to the connection with the existing line. Both San Michele Road and Perris Boulevard are developed/paved streets under existing conditions and the construction of proposed regional storm drain improvements beneath the public rights of way of developed/paved streets would not result in a new physical disturbance. Impacts associated with proposed storm drain improvements are inherent to the Project's construction phase and are evaluated throughout this EIR accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this EIR, as feasible.

The operation of one warehouse building on the Project site would result in an increase in demand for potable water resources from the local water purveyor, EMWD. However, the proposed Project is fully consistent with the assumptions made in EMWD's 2010 Urban Water Management Plan. EMWD's 2010 Urban Water Management Plan concludes that the EMWD has sufficient water supplies available to serve planned land uses within its service area through at least 2035. Because sufficient water supplies are available to service the proposed Project as documented in EMWD's Urban Water Management Plan, impacts would be less than significant.

The one warehouse building proposed by the Project would generate wastewater that would be conveyed to the Perris Valley Regional Water Reclamation facility, which is owned and operated by EMWD. Under existing conditions, the Perris Valley Regional Water Reclamation facility has a daily treatment capacity of 15 million gallons per day. Following completion of an ongoing expansion project, the treatment capacity of this plant will increase to 22 million gallons per day. Based on EMWD's standard wastewater demand generation rate of 1,700 gallons per day per acre of industrial land uses, the proposed Project is estimated to demand approximately 29,410 gallons of



wastewater service per day<sup>2</sup>. This generally corresponds to approximately two-tenths of one percent (0.20 percent) of the existing treatment capacity and approximately thirteen hundredths of one percent (0.13 percent) of future treatment capacity (following completion of the expansion project) at the Perris Valley Regional Water Reclamation Facility. Due to the relatively small amount of wastewater that would be generated by proposed Project and the amount of available capacity at this facility, it is anticipated that the Perris Valley Regional Water Reclamation Facility would have sufficient capacity to treat wastewater generated by the Project. As such, implementation of the Project results in a determination that adequate capacity is available to serve the Project's projected wastewater demand in addition to EMWD's existing commitments. Impacts would be less than significant.

Implementation of the proposed Project would generate solid waste requiring off-site disposal during short-term construction and long-term operational activities. During the construction phase, approximately 868.3 tons of waste would be generated during building construction, installation of subsurface/utility improvements, and installation of landscaping. The Project would be required to comply with City of Moreno Valley Ordinance No. 706, which requires a minimum of 50 percent of all construction waste and debris to be recycled. As such, the Project is estimated to generate approximately 434.2 tons of waste during construction, which corresponds to an average of 2.7 tons per day over the construction phase of the Project (eight months or 160 working days). Long-term operation of the Project is estimated to generate approximately 2.8 tons of solid waste per day. Solid waste generated by the proposed Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. Each of these landfills receive well below their maximum permitted daily disposal volume and have the potential for future expansion, and none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction or operational periods. Accordingly, the Project would be served by landfills with sufficient available capacity to accept waste generated by the Project. Impacts would be less than significant.

The Project would be required to comply with the City of Moreno Valley's waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste deposited in landfills. As such, the Project applicant or master developer would be required to implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The implementation of these programs would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would comply with all applicable solid waste statutes and regulations; as such, impacts would be less than significant.

For the reasons stated above, the proposed Project would result in less than significant impacts to utilities/service systems.

-

<sup>&</sup>lt;sup>2</sup>Source: Eastern Municipal Water District. Sanitary Sewer System Planning & Design. September 1, 2006.



# 6.0 ALTERNATIVES TO THE PROPOSED PROJECT

State CEQA Guidelines §15126.6(a) indicates the scope of alternatives to a proposed project that must be evaluated:

"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."

As discussed in Section 4.0 of this EIR, the proposed Project would result in significant adverse environmental effects to air quality, noise, and transportation/traffic that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are:

- <u>Air Quality:</u> Significant direct and cumulative long-term air quality impact due to an exceedance of the SCAQMD regional threshold for NO<sub>X</sub> emissions, which also would cumulatively contribute to an existing air quality violation within the SCAB (i.e., non-attainment status for ozone) because NO<sub>X</sub> emissions are a precursor for ozone.
- <u>Noise:</u> Significant direct and cumulative near-term noise impact to due to the generation of noise levels during Project construction that exceed the City of Moreno Valley's Noise Ordinance standard of 65 dBA Leq at a distance of 200 feet from the property line.
  - <u>Transportation/Traffic:</u> Significant cumulative near-term impact to the intersections of Western Way/Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard.

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. This is considered to be the No Project Alternative. In the case of the proposed Project, there are two No Project Alternatives, as described in detail below. The *No Project/Trailer Yard Alternative* is identified as the most environmentally superior alternative. CEQA requires that if the environmentally superior alternative is determined to be a No Project Alternative, then another environmentally superior alternative should be identified among the other alternatives, if the analysis indicates that significant impacts can be avoided by one or more of the other alternatives. Therefore, the Reduced Project/North Building Alternative is identified as the environmentally superior alternative.



# 6.1 ALTERNATIVES UNDER CONSIDERATION

The following scenarios are identified by the City of Moreno Valley as potential alternatives to implementation of the proposed Project.

#### ☐ Alternative 1 – No Project/Trailer Yard Alternative

The No Project/Trailer Yard Alternative assumes that the proposed Project is not approved, and that the site would be developed in accordance with its existing entitlements pursuant to previously approved Amended Plot Plan P12-061. Under this alternative, improvements on the site would involve the expansion of the existing truck trailer yard to the northern portion of the property, thereby increasing the number of truck trailer parking spaces on-site from 338 spaces to 722 spaces. Access to the property would be afforded via a driveway along San Michele Road, and via the existing driveway located along Nandina Avenue. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project against what could reasonably occur on the Project site under existing entitlements. If the Project were not approved, it is reasonable to expect that the property would be developed in accordance with previously approved Amended Plot Plan P12-061.

# ☐ Alternative 2 – No Project/Industrial Building Alternative

The No Project/Industrial Building Alternative assumes that the proposed Project is not approved, and that the site would be developed in accordance with existing entitlements. Under this alternative, the northern portion of the site would be developed with a truck trailer yard consisting of approximately 384 trailer spaces, as approved by Amended Plot Plan P12-061, while the southern portion of the site would be developed with a 181,031 s.f. industrial building (inclusive of 5,000 s.f. of office, 2,000 s.f. of mezzanine, and 173,031 s.f. of industrial warehouse) pursuant to previously approved Plot Plan PA07-0167. To construct the building, the existing parking lot located in the southern portion of the property would be demolished. The industrial building would include a total of 26 dock doors and 106 standard and handicap parking spaces. Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project against what could reasonably occur on the Project site under existing entitlements. If the Project were not approved, it is possible that the property would be developed in accordance with previously approved Amended Plot Plan P12-061 and previously approved Plot Plan PA07-0167.

# ☐ Alternative 3 – Reduced Project/Small Buildings Alternative

The Reduced Project/Small Buildings Alternative considers development of the site with two smaller industrial buildings consisting of a 194,525 s.f. building in the northern portion of the site (including 5,000 s.f. of office and 189,525 s.f. of industrial warehouse) and a 181,031 s.f. building in the southern portion of the site (including 6,000 s.f. of office, 2,000 s.f. of mezzanine space, and 173,031 s.f. of industrial warehouse), for a total of 375,556 s.f. of industrial building area. This alternative would result in a reduction in building area on the site by approximately 24,574 s.f. as compared to the 400,130 s.f. building that would be constructed under the proposed Project (or a 6% reduction in building area). Under this alternative, a total of 62 trailer parking spaces would be provided, in addition to 193 standard and handicap parking spaces. Access to the site would be provided via driveways along Nandina Avenue, Perris Boulevard, and San Michele Road. This alternative was



selected by the Lead Agency to compare the environmental effects of the proposed Project (one larger building that is likely to attract one tenant) against the environmental effects of constructing two smaller buildings that is likely to attract two different tenants.

# ☐ Alternative 4 – Reduced Project/North Building Alternative

The Reduced Project/North Building Alternative is identified as the Environmentally Superior Alternative. It would involve no changes to the existing trailer parking in the southern portion of the site, while the northern portion of the site would be developed with a 194,525 s.f. industrial building (which includes 5,000 s.f. of office and 189,525 s.f. of industrial warehouse). Under this alternative, the number of truck trailer parking spaces provided on the site would increase by 30 spaces (providing for a total of 368 trailer parking spaces), while an additional 86 standard and handicap parking spaces also would be provided. Site access under this alternative would be afforded via new driveways along San Michele Road and Perris Boulevard, while the existing access via the adjacent lot along Nandina Avenue would be maintained. This alternative was selected for consideration by the Lead Agency to evaluate the comparative environmental benefits of reducing the amount of building area on the site, while maintaining the existing parking facility in the southern portion of the site.

# 6.2 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the Lead Agency but were rejected as infeasible. Among the factors described by CEQA Guidelines \$15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR are: a) failure to meet most of the basic project objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines \$15126.6(f)(1) notes:

"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries...and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site..."

In determining an appropriate range of alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. The reason for not selecting each alternative is discussed below.

#### □ Alternative Sites

CEQA does not require that an analysis of alternative sites always be included in an EIR. However, if the surrounding circumstances make it reasonable to consider an alternative site then this alternative should be considered and analyzed in the EIR. In making the decision to include or exclude analysis of an alternative site, the "key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project



in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR" (CEQA Guidelines §15126.6(f)(2)).

The Project as proposed is consistent with the Business Park/Light Industrial and Commercial land use designations applied to the property by the City of Moreno Valley General Plan and as further detailed by the Industrial and Industrial Support Areas designations applied to the property by the Moreno Valley Industrial Area Plan (Specific Plan 208). An examination of alternative sites is typically not necessary when a proposed development project is consistent with the applicable land use plan, because it can reasonably be assumed that development would ultimately occur in conformance with the applicable land use designation, whether by the Project Applicant or by others in the future. In cases where a proposed project is consistent with the applicable General Plan, the alternatives analysis should typically focus on options for developing the site consistent with adopted plan policies and the discussion of alternatives should search for an environmentally superior version of the project on the site instead of an alternative site.

The Project site is flat and is highly disturbed due to prior development of a parking site in the southern portion of the site and regular discing that occurs for fire fuel management in the northern portion of the site. And, as previously discussed, the property is entitled to be developed pursuant to previously approved Amended Plot Plan P12-061 and previously approved Plot Plan PA07-0167. CEQA analysis for site disturbance associated with those approvals was completed, consisting of a Mitigated Negative Declaration (MND) and two MND Addenda (SCH No. 2008101041). Locating the proposed Project on an alternative site, therefore, would not avoid physical disturbance of the property. It also would not avoid the implementation of either the No Project/Trailer Yard Alternative (Alternative 1) or the No Project/Industrial Building Alternative (Alternative 2) because existing entitlements are already in place to construct those alternatives on the property. The only potential advantage, then, to selecting an alternative site for the proposed Project would be to displace the Project's operational effects to a different location.

The Project site is surrounded by properties developed with or planned for the future construction of industrial land uses. Few other properties in the City of Moreno Valley and western Riverside County would offer less developmental and environmental constraints, or fewer physical environmental impacts than the proposed Project site. Development of the Project in an alternate location would have similar impacts as would occur with implementation of the Project at its proposed location, and may even increase environmental effects because the Project built in another location would be compounded with the effects of either the No Project/Trailer Yard Alternative (Alternative 1) or the No Project/Industrial Building Alternative (Alternative 2) because existing entitlements are already in place to construct those alternatives on the property. For these reasons, an alternative sites analysis is not required for the proposed Project.

#### □ Alternative Land Use

Development of the Project site with a land use other than industrial warehousing was considered, but rejected because other land uses would be inconsistent with the property's General Plan and zoning designations and not meet any of the Project's objectives. Additionally, development of the Project site with a building type other than warehouse and permitted by General Plan and zoning designations was considered but rejected because other permitted building types (manufacturing and



commercial/service) would create the same or similar construction-related impacts as the proposed Project, but would substantially increase operational impacts because these land use types generate more traffic and consequently would generate more operational noise and air emissions. For these reasons, alternative land uses on the property were considered and rejected.

#### ☐ Construction Noise Avoidance Alternative

An alternative was considered that would avoid the proposed Project's construction-related noise impacts. As disclosed in EIR Section 4.3, near-term construction activities would exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line during all six (6) phases of construction. As shown in EIR Tables 4.3-5 through 4.3-10, in order to avoid a significant impact due to a conflict with the Noise Ordinance, construction activities would need to be set back from the property line by a distance ranging from 565 feet (during architectural coating) to 2,774 feet (during site grading activities). It would not be feasible to construct the proposed Project while restricting construction activities by 565 feet to 2,774 feet from the property line. Accordingly, the Construction Noise Avoidance Alternative has been rejected from detailed consideration in this EIR because it is infeasible.

# 6.3 ALTERNATIVES ANALYSIS

The following discussion compares the impacts of each alternative considered by the Lead Agency with the impacts of the proposed Project, as detailed in Section 4.0, Environmental Analysis, of this EIR. A conclusion is provided for each impact as to whether the alternative results in one of the following: (1) reduction or elimination of the proposed Project's impact, (2) a greater impact than would occur under the proposed Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the proposed Project's impacts. Table 6-1 at the end of this section compares the environmental hazard and resource impacts of the alternatives with those of the proposed Project and identifies the ability of the Alternative to meet the basic objectives of the Project. As described in EIR Subsection 3.2, the proposed Project's objectives are:

- A. To construct and operate a logistics center warehouse building in the City of Moreno Valley on a property designated for industrial development by the City of Moreno Valley General Plan and the Moreno Valley Industrial Area Plan (Specific Plan 208.)
- B. To develop a logistics center warehouse building that is feasible to construct and operate and that appeals to light industrial and warehouse distribution tenants seeking to locate in the Moreno Valley area.
- C. To make efficient use of property designated for industrial development by developing a logistics center warehouse building on a property that is adjacent to existing warehouse development and that achieves a minimum floor area ratio (FAR) of 0.5.
- D. To construct and operate a logistics center warehouse building within five miles of major regional transportation corridors.
- E. To attract new businesses and jobs to the City of Moreno Valley, thereby providing a more equal jobs/housing balance both in the city and in Riverside County and reducing the need for members of the existing local workforce to commute outside the area for employment.



#### 6.3.1 ALTERNATIVE 1 – NO PROJECT/TRAILER YARD ALTERNATIVE

The No Project/Trailer Yard Alternative allows the decision-makers to compare the impacts of approving the proposed Project against the impacts of not approving the Project. If the Project were not approved, it is reasonable to expect the property to develop in accordance with previously approved permits. Under existing entitlements (specifically, Amended Plot Plan P12-061), the existing truck trailer parking lot in the southern portion of the site would remain. This parking area would be expanded onto the northern portion of the site to include an additional 509 trailer parking spaces, resulting in a total of 722 spaces on the site (including 338 spaces on the southern portion of the site and 384 spaces in the northern portion of the site). The existing parking area and expanded parking area would serve the existing 691,960 s.f. building located to the immediate west and currently occupied by Harbor Freight Tools. Figure 6-1, *No Project/Trailer Yard Alternative*, depicts a site plan for the No Project/Trailer Yard Alternative. CEQA analysis for this alternative was previously completed, consisting of two MND Addenda (SCH No. 2008101041). All imposed Conditions of Approval and Mitigation Measures would apply.

Under this alternative, roadway frontage improvements along Perris Boulevard and San Michele Road would occur, including additional paved roadway and the construction of curbs and sidewalks. There would be no change to the Project frontage along Perris Boulevard or Nandina Avenue. Access to the site would be afforded via a new driveway constructed along San Michele Road, near the northwestern Project boundary, while the existing driveway providing access to Nandina Avenue via the adjacent lot to the west would be retained. Screen walls also would be constructed along San Michele Road and Perris Boulevard, while the existing screen walls along Perris Boulevard and Nandina Avenue would stay in place.

In order to construct the expanded parking lot, portions of the existing trailer parking area and associated screen walls would be demolished and replaced. Otherwise, the majority of construction activities associated with this alternative would be limited to the northern portion of the site, and along the eastern frontage with Perris Boulevard and the entire frontage of San Michele Road.

This alternative would be fully consistent with the site's existing General Plan and zoning designations. In addition, the parking area is proposed to be used only by trucks currently serving the existing building to the west. As such, under operational conditions, there would be no total increase in inbound or outbound traffic, nor would any other operational characteristics of the existing building to the west change as a result of this alternative.

Selection of the No Project/Trailer Yard Alternative would prevent the Project site from being developed with industrial buildings in the foreseeable future, but would not necessarily prevent the proposed Project or another project of its nature from being built in another location in response to the demand for industrial building space in western Riverside County. As discussed above, a detailed examination of alternative sites is not required in this EIR because the Project is consistent with its General Plan and Specific Plan land use designations applied to the property and locating the Project on an alternative site would not be environmentally superior. Nonetheless, the Lead Agency recognizes that selection of the No Project/Trailer Yard Alternative would not reduce the market demand for industrial building space in western Riverside County.

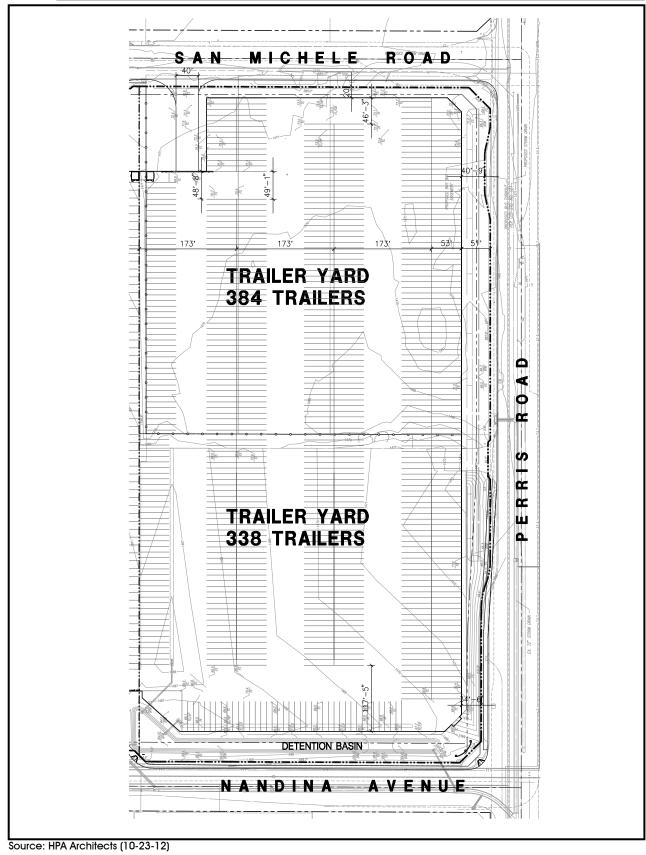




FIGURE 6-1 No Project/Trailer Yard Alternative



#### ☐ Air Quality

The No Project/Trailer Yard Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations, and would not increase the intensity or amount of traffic that occurs under existing conditions because use of the parking yard would be limited to the existing building to the west currently occupied by Harbor Freight Tools. The parking area would only be used by trucks currently serving the existing building. Because the No Project/Trailer Yard Alternative is consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in the SCAQMD's AQMP, the No Project/Trailer Yard Alternative would not conflict with implementation of the AQMP, and a less than significant impact would occur. Similarly, the proposed Project also would be consistent with the site's existing General Plan and zoning land use designations and also would be consistent with the regional population projections used in the AQMP. Thus, both this alternative and the proposed Project would be consistent with the AQMP and no adverse impact would occur in either case.

Under the No Project/Trailer Yard Alternative, grading and the application of concrete and asphalt involved in the expansion of the parking lot would result in some construction emissions; however, construction activities under this alternative would be governed by the Mitigation Measures specified in MND Addenda No. 2 (SCH No. 2008101041) and Conditions of Approval associated Amended Plot Plan P12-061. Given the small size and duration of construction activities associated with expanding the existing parking yard to the northern portion of the property, short-term construction-related impacts would be less than significant with mitigation. Since the expanded parking lot would only be used by trucks serving the existing building to the west and would not increase the amount of operational traffic, long-term operational emissions would not occur nor result in any violations of an air quality standard or substantially contribute to a projected air quality violation. Accordingly, implementation of this alternative would reduce near-term construction-related impacts as compared to the proposed Project and would avoid the proposed Project's significant unavoidable long-term impacts due to NO<sub>x</sub> emissions.

Based on the analysis contained in the 2008 MND and its associated Addenda (SCH No. 2008101041), and assuming mandatory implementation of the Mitigation Measures and Conditions of Approval associated with Amended Plot Plan P12-061, impacts to nearby sensitive receptors would be less than significant under this alternative. Near- and long-term air emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance, and diesel particulate emissions would not expose sensitive receptors to significant cancer risks. Due to the reduced intensity of construction activities and reduced operational traffic associated with this alternative as compared to the proposed Project, air quality impacts affecting sensitive receptors would be reduced under this alternative. Neither this alternative nor the proposed Project would result in significant human health risks associated with air pollutant emissions.

Odors that would be associated with the No Project/Trailer Yard Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and as concluded in the MND and Addendum No. 2 (SCH No. 2008101041), impacts due to odors under this alternative would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the surrounding area, and the less than significant results of the localized significance threshold analysis. Similarly, because the proposed Project does not involve any land uses that would generate odors,



and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar and less than significant under both this alternative and the proposed Project.

#### ☐ Greenhouse Gas Emissions

The No Project/Trailer Yard Alternative would involve the expansion of an existing truck trailer parking area from 213 spaces to a total of 722 spaces. All traffic associated with this alternative would be strictly associated with the adjacent warehouse building to the west, as the expanded parking lot would merely serve this existing use. Because the No Project/Trailer Yard Alternative would not result in an increase in operational characteristics associated with the site (e.g., there would be no net increase in traffic), there would be no change in the amount of operational GHG emissions that occurs under existing conditions. As such, this alternative would not generate GHG emissions that would directly or indirectly have a significant impact on the environment.

Mitigation Measures and Conditions of Approval associated with Plot Plan P12-061 would apply to this alternative, including mitigation measures and conditions imposed to address air quality emissions. However, since this alternative would not result in the generation of additional vehicular trips, and because fossil fuel usage associated with this alternative would be limited to electricity generation for lighting and electrical outlets, this alternative has no potential to generate a substantial amount of GHG emissions that could cumulatively contribute to global climate change. As such, impacts from GHG emissions that conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs would not be significant under this alternative. Since neither the proposed Project nor the No Project/Trailer Yard Alternative would conflict with any applicable plans or policies addressing climate change, impacts would be less than significant under both this alternative and the proposed Project.

#### □ Noise

Noise associated with the No Project/Trailer Yard Alternative would occur during near-term construction activities and under long-term operation. Construction characteristics associated with this alternative would be similar to the proposed Project, except that construction activities would be limited to the northern portion of the property and there would be no building construction phase or architectural coating phase. As with the proposed Project, near-term construction noise impacts associated with this alternative would exceed the City's Noise Ordinance threshold of 65 dBA at a distance of 200 feet from the property line during demolition, site preparation, grading, and paving activities, although impacts during building construction and architectural coating would be avoided. Although this alternative represents a reduction in short-term noise impacts as compared to the proposed Project, the impact would not be avoided.

Under long-term operational conditions, noise generated by the No Project/Trailer Yard Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Mitigation Measures and Conditions of Approval associated Amended Plot Plan P12-061 would apply to this alternative, including requirements to construct noise attenuation walls along the perimeter of the site and to construct access gates with solid materials to address on-site noise generation. With implementation of the Mitigation Measures and Conditions of Approval, site operational noise affecting nearby sensitive receptors would be below the City's 65 dBA CNEL exterior standard and impacts would be less than significant. Due to the reduction in traffic and site operational



characteristics associated with this alternative, operational noise would be reduced under this alternative as compared to the proposed Project.

No off-site noise increases would result from implementation of this alternative because there would not be an increase in traffic volumes and all truck trips would be associated with the existing warehouse building located to the west. As such, there would be no potential for the No Project/Trailer Yard Alternative to increase noise levels on nearby roadway segments, eliminating the proposed Project's contribution of up to 0.6 CNEL under long-term operating conditions.

Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both the No Project/Trailer Yard Alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the No Project/Trailer Yard Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the No Project/Trailer Yard Alternative or the proposed Project.

#### ☐ <u>Transportation and Traffic</u>

The No Project/Trailer Yard Alternative would not involve any traffic increases, as all traffic would be associated with the existing warehouse building to the west. As such, this alternative would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, and no impact would occur. In comparison, the proposed Project would result in cumulatively significant impacts to seven roadway segments and five intersections under Opening Year Cumulative (2017) conditions, which would be avoided by the selection of this alternative.

The No Project/Trailer Yard Alternative would not result in any new traffic; therefore, this alternative would have no impact on CMP facilities. Implementation of the proposed Project would result in cumulatively significant but mitigable impacts to CMP facilities (I-215 Ramps at Harley Knox Boulevard) and would contribute new vehicle trips to CMP facilities that would not occur under this alternative; therefore, impacts to CMP facilities would be decreased under this alternative as compared to the proposed Project.

Neither the No Project/Trailer Yard Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the No Project/Trailer Yard Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and No Project/Trailer Yard Alternative would involve warehouse-related uses, and the site is located within a predominantly industrial warehousing area, there would be no transportation design hazard impacts due to incompatible uses.



Both the No Project/Trailer Yard Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly, an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or No Project/Trailer Yard Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the No Project/Trailer Yard Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be identical under this alternative and the proposed Project, and no impact would occur.

#### Biological Resources

This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

#### □ Conclusion

Implementation of the No Project/Trailer Yard Alternative would result in the expansion of an existing truck trailer parking lot from 213 stalls to 722 stalls, and would increase the size of the parking lot to cover the northern portion of the Project site. With exception of near-term noise impacts, all significant effects of the proposed Project would be avoided or lessened by the selection of this alternative.

The No Project/Trailer Yard Alternative would fail to meet the Project's objectives. This alternative would not achieve the objectives to construct and operate a logistics center warehouse, and would not achieve a minimum FAR of 0.5. This alternative also would not attract new businesses or jobs to the City of Moreno Valley because the parking yard would merely service the existing warehouse building to the west. Moreover, selection of the No Project/Trailer Yard Alternative, while preventing development of the property with a logistics center warehouse building, would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for the Project's environmental impacts to occur elsewhere rather than be avoided.

#### 6.3.2 ALTERNATIVE 2 - NO PROJECT/INDUSTRIAL BUILDING ALTERNATIVE

Like the No Project/Trailer Yard Alternative described above, the No Project/Industrial Building Alternative allows decision-makers to compare the impacts of approving the proposed Project against the impacts that would occur if the property were to be developed pursuant to existing entitlements. Under existing entitlements (specifically, Plot Plan 07-0167 and Amended Plot Plan P12-061), the northern portion of the site would be developed with a truck trailer yard while the southern portion of the site would be developed with a 181,031 s.f. industrial building (inclusive of 5,000 s.f. of office, 2,000 s.f. of mezzanine, and 173,031 s.f. of industrial warehouse). In order to construct this alternative, the existing parking area would be demolished and some grading activities would be required on-site both in association with the new building and the expanded parking area. Figure 6-



2, *No Project/Industrial Building Alternative*, depicts a conceptual site plan for the No Project/Industrial Building Alternative. CEQA analysis for this alternative was previously completed, consisting of an MND and two MND Addenda (SCH No. 2008101041). All imposed Conditions of Approval and Mitigation Measures would apply.

Under this alternative, roadway frontage improvements along Perris Boulevard and San Michele Road would occur, including additional paved roadway and the construction of curbs and sidewalks. There would be no change to the Project frontage along Perris Boulevard or Nandina Avenue. Access to the site would be provided by driveways along Nandina Avenue, including an existing driveway accessed via the adjacent parcel and a new driveway to be constructed adjacent to the office space in the southwestern corner of the lot; a new driveway along Perris Boulevard, immediately to the north of the proposed building; and a new driveway along San Michele Road to be constructed at the northwestern corner of the lot.

The existing screen walls located along the northern edge of the existing parking lot, along Perris Boulevard, and along Nandina Avenue would be demolished as part of this alternative. New screen walls would be constructed along the southern edge of the truck trailer parking area in the south of the site (just northerly of the parking lot for the office), and additional screen walls would be constructed along the frontage with Perris Boulevard (north of the proposed building) and along San Michele Road.

The industrial building proposed under this alternative would include a total of 26 dock doors and 106 standard and handicap parking spaces. The southwestern corner of the building (approximately 6,000 s.f.) would be dedicated for office space, while the remaining portions of the building would comprise 2,000 s.f. of mezzanine space and 173,031 s.f. of warehouse space.

Selection of the No Project/Industrial Building Alternative would reduce the amount of industrial warehouse building square footage on-site from 400,130 s.f. to 181,031 s.f., but would not necessarily prevent the additional square footage from being located in another location in response to the demand for industrial building space in western Riverside County. As discussed above, an examination of alternative sites is not required in this EIR because the Project is consistent with its General Plan and Specific Plan land use designations and locating the Project on an alternative site would not be environmentally superior. Nonetheless, the Lead Agency recognizes that selection of the No Project/Industrial Building Alternative would not reduce the market demand for industrial building space in western Riverside County.

#### ☐ Air Quality

The No Project/Trailer Yard Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations. Although traffic from the site would decrease under this alternative as compared to the proposed Project (from approximately 1,066 trips per day under the proposed Project to approximately 323 trips per day under this alternative), the development of an industrial building on the southern portion of the property would be consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in the SCAQMD's AQMP. As such, the No Project/Trailer Yard Alternative would not conflict with implementation of the AQMP, and no impact would occur. Similarly, the proposed Project also

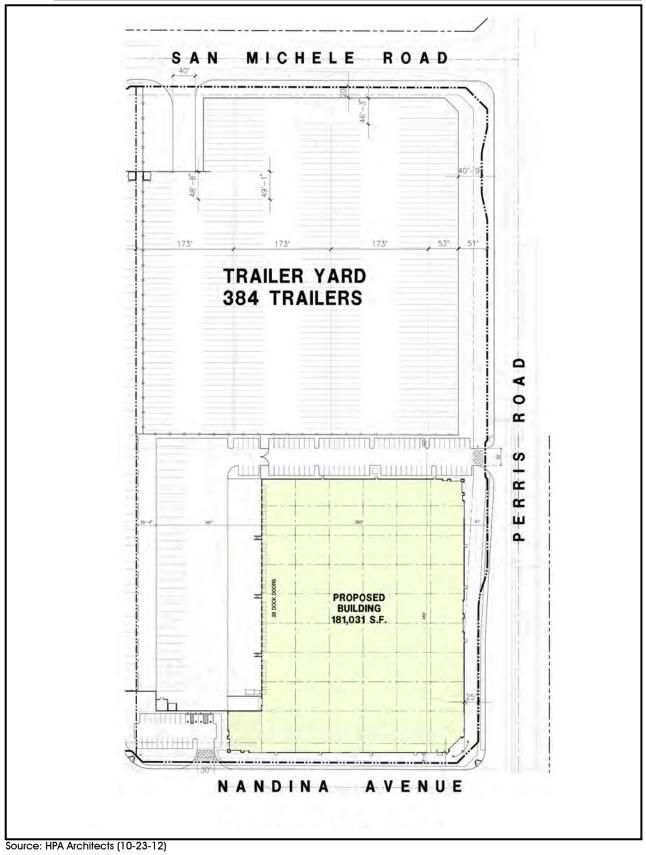




FIGURE 6-2 No Project/Industrial Building Alternative



would be consistent with the site's existing General Plan and zoning land use designations and also would be consistent with the regional population projections used in the AQMP. Thus, both this alternative and the proposed Project would be consistent with the AQMP and no adverse impact would occur in either case.

Under the No Project/Industrial Building Alternative, grading and concrete application involved in installing the parking lot, construction of the 181,031 s.f. building, and construction of screen walls would result in construction-related air emissions; however, construction activities under this alternative would be governed by the Mitigation Measures and Conditions of Approval associated with the original approvals (PA07-0165, PA07-0167, and P12-061). Given the small size and duration of construction associated with this alternative, short-term construction impacts due to the violation of an air quality standard or contribution to a projected air quality violation would be less than significant with mitigation. Due to the reduction in building area, near-term construction emissions would be reduced in comparison to the proposed Project, although both the proposed Project and this alternative would result in less than significant near-term air quality impacts during construction with the incorporation of mitigation measures.

Because the expanded parking lot would only be used by trucks serving the existing building to the west and the proposed new building, no additional traffic would be associated with the parking area. However, the new 181,031 s.f. building would generate approximately 323 trips per day (based on the information disclosed in the MND for PA07-0165, P07-166, PA07-0167). The projected increase in traffic from the site would require the implementation of Mitigation Measures and adherence to the Conditions of Approval associated with PA07-0165 and PA07-0167, which would reduce to a level below significant impacts due to the violation of air quality standards and/or contribution to an existing or projected air quality violation. Because the proposed Project would generate 743 more daily trips than would occur under this alternative, impacts to air quality standards and the level of contribution to existing or projected violations would be reduced under this alternative, but not avoided. While this alternative would reduce operational NO<sub>x</sub> emissions as compared to the proposed Project, this alternative still would result in emissions of a criteria pollutant for which the region is non-attainment (i.e., ozone precursors), but to a lesser degree than the proposed Project.

Based on the analysis contained in the 2008 MND and its associated Addenda (SCH No. 2008101041), and assuming mandatory implementation of the Mitigation Measures and Conditions of Approval associated with the approved entitlements, impacts to nearby sensitive receptors would be less than significant under this alternative. Near- and long-term air emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance with mitigation, and diesel particulate emissions would not expose sensitive receptors to significant cancer risks. Due to the reduced intensity of construction activities and reduced operational traffic associated with this alternative as compared to the proposed Project, air quality impacts affecting sensitive receptors would be reduced under this alternative. Neither this alternative nor the proposed Project would result in significant human health risks associated with air pollutant emissions.

Odors that would be associated with the No Project/Industrial Building Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and as concluded in the MND and Addendum No. 2 (SCH No. 2008101041), impacts due to odors would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the



surrounding area, and the less than significant results of the localized significance threshold analysis. Similarly, because the proposed Project does not involve any land uses that would generate odors, and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar and less than significant under both this alternative and the proposed Project.

# ☐ Greenhouse Gas Emissions

Impacts due to GHG emissions were not previously evaluated in the approved MND for the proposed 181,031 s.f. building, although an impact analysis was conducted for the expanded trailer parking area in the northern portion of the site for Addendum No. 2. Addendum No. 2 concluded that impacts associated with the parking area would not result in substantial amount of GHG emissions. The No Project/Industrial Building Alternative would involve the construction and operation of a 181,031 s.f. industrial warehouse building and a truck trailer parking area. Due to the decrease in the amount of traffic associated with this alternative (743 fewer average daily trips), and the reduced building area (219,099 s.f. less building area than the proposed Project), this alternative would generate fewer GHG emissions as compared to the proposed Project. It should be noted that the Mitigation Measures identified to address the Project's GHG emissions would not be implemented as part of this alternative. Nonetheless, impacts due to GHG emissions would be reduced under this alternative as compared to the proposed Project, and would be less than significant.

Mitigation Measures and Conditions of Approval associated with PA07-0165, PA07-0167, and P12-061 would apply to this alternative, including Mitigation Measures and Conditions of Approval imposed to address air quality emissions. Incorporation of these measures is anticipated to reduce near- and long-term emissions of GHGs. As with the proposed Project, this alternative would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, including the CARB Scoping Plan recommended measures and actions or the GHG emission reduction strategies set forth in the 2006 CAT Report. As such, impacts due to a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases would be similar under both this alternative and the proposed Project.

#### □ Noise

Noise associated with the No Project/Industrial Building Alternative would occur during near-term construction activities and under long-term operation. Similar to the proposed Project, near-term construction activities during each phase of construction would generate noise levels that exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line. However, due to the reduction in building area associated with this alternative, the duration of construction-related noise impacts would be reduced in comparison to the proposed Project.

Under long-term operational conditions, noise generated by the No Project/Industrial Building Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Mitigation Measures and Conditions of Approval associated with PA07-0167 and P12-061 would apply to this alternative, including requirements to construct noise attenuation walls along the perimeter of the site and to construct access gates with solid materials to address on-site noise generation. With implementation of the Mitigation Measures and Conditions of Approval, site operational noise affecting nearby sensitive receptors would be below the City's 65 dBA CNEL exterior standard and impacts would be less than significant. Because the intensity of operations



associated with this alternative would be reduced in comparison to the proposed Project, operational-related noise impacts would be less under this alternative, but still less than significant for both this alternative and the proposed Project.

Because the trailer parking lot in the northern portion of the property would not result in an increase in traffic, potential off-site noise impacts associated with traffic would be limited to the 323 vehicle trips per day generated by the 181,031 s.f. building. Based on the analysis presented in the MND, the total off-site contribution to noise levels along nearby roadway segments would be between 0.1 to 1.3 decibels (which includes traffic associated with the existing 676,960 s.f. warehouse building on the parcel to the west). This level of noise increase is well below the City's significance threshold. Since the proposed Project would result in off-site noise impacts ranging from 0.0 dBA CNEL to 1.6 dBA CNEL, off-site noise impacts would be reduced under this alternative, although would not be significant under either this alternative or the proposed Project.

Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both the No Project/Industrial Building Alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the No Project/Trailer Yard Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the No Project/Trailer Yard Alternative or the proposed Project.

#### ☐ Transportation and Traffic

The No Project/Industrial Building Alternative would result in the construction of a 181,031 s.f. industrial warehouse building on the southern portion of the site, which would result in the generation of approximately 323 average daily vehicle trips. There would be no increase in traffic associated with the truck trailer parking area. As determined by the MND and Addendum No. 2, implementation of this alternative would result in significant but mitigable cumulative impacts to a total of nine intersections. The proposed Project would result in cumulatively significant impacts to a total of seven roadway segments and five intersections under Opening Year Cumulative (2017) conditions and impacts to two of the intersections would be significant and unavoidable. In comparison, implementation of the No Project/Industrial Building Alternative would reduce impacts to transportation/traffic as compared to the proposed Project and eliminate the Project's significant and unavoidable cumulative traffic impacts.

As concluded in the MND and Addendum No. 2, the No Project/Industrial Building Alternative would result in cumulatively significant but mitigable impacts to two CMP facilities (I-215 SB Ramp at Oleander Avenue and I-215 NB Ramp at Oleander Avenue). Implementation of the proposed Project would result in cumulatively significant but mitigable impacts to two CMP facilities (I-215 SB Ramps at Harley Knox Boulevard and I-215 NB Ramps at Harley Knox Boulevard). Accordingly, impacts to CMP facilities would be the same under this alternative and the proposed Project.



Neither the No Project/Industrial Building Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the No Project/Industrial Building Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and No Project/Industrial Building Alternative would involve industrial-related uses, and the site is located within a predominantly industrial area, there would be no transportation design hazard impacts due to incompatible uses. In both cases, impacts would be less than significant under both the No Project/Industrial Building Alternative and the proposed Project.

Both the No Project/Industrial Building Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly, an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or No Project/Industrial Building Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the No Project/Industrial Building Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be the same under this alternative and the proposed Project, and no impact would occur.

#### □ Biological Resources

This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

# □ <u>Conclusion</u>

Implementation of the No Project/Industrial Building Alternative would result in constructing a truck trailer parking lot on the northern portion of the property and constructing a 181,031 s.f. industrial warehouse building on the southern portion of the property in accordance with existing, approved entitlements. Implementation of this alternative would avoid the Project's significant unavoidable impact to transportation/traffic, and would generally reduce many of the other Project-related impacts that are related to building intensity. However, this alternative would reduce, but would not fully avoid, the proposed Project's impacts due to long-term operational-related emissions of NO<sub>x</sub>, and would reduce but not fully avoid the proposed Project's significant unavoidable impact due to construction-related noise.

The No Project/Industrial Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. This alternative would not achieve the Project's objective to achieve a minimum FAR of 0.5, and would be less effective in providing logistics center warehouse building space in comparison to the proposed Project. This alternative, while providing logistics center



warehouse building space within five miles of major regional transportation corridors, would provide less building space than the proposed Project. Additionally, this alternative would attract fewer businesses and jobs to the City of Moreno Valley as compared to the proposed Project. Moreover, selection of the No Project/Industrial Building Alternative, while limiting the size of the on-site logistics center warehouse building, would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental impacts to occur elsewhere rather than be avoided.

#### 6.3.3 ALTERNATIVE 3 - REDUCED PROJECT/SMALL BUILDINGS ALTERNATIVE

The Reduced Project/Small Buildings Alternative was selected to evaluate the comparative environmental benefits of constructing two smaller industrial warehouse buildings on-site in lieu of the single large building proposed by the Project. Under this alternative, two buildings would be constructed, with the northern building comprising approximately 194,525 s.f. of building area and the southern building comprising approximately 181,031 s.f. of building area. The southern building would consist of a 173,031 s.f. warehouse, 2,000 s.f. of mezzanine space, and a 6,000 s.f. office. The northern building would consist of 189,525 s.f. of warehouse space and 5,000 s.f. of office space. The two buildings, combined, would include 375,556 s.f. of building area, or 24,574 s.f. less building area than the proposed Project (a reduction in building area by approximately 6%). Figure 6-3, *Reduced Project/Small Buildings Alternative*, depicts a conceptual site plan for the Reduced Project/Small Buildings Alternative.

Roadway improvements and access points would be identical to the proposed Project under this alternative, except that an additional access would be provided to Perris Boulevard on the north side of the southern building. The existing screen walls would be extended under this alternative and would occur along the entire frontage with Perris Boulevard and San Michele Road, while the screen walls along Nandina Avenue would be demolished and replaced along the northern edge of the employee parking area proposed adjacent to Nandina Avenue.

The industrial buildings proposed under this alternative would include a total of 55 dock doors, 62 truck trailer parking stalls, and 193 standard and handicap spaces.

#### ☐ Air Quality

The Reduced Project/Small Buildings Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations. The development of industrial buildings on-site would be consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in SCAG's AQMP. As such, the Reduced Project/Small Buildings Alternative would not conflict with implementation of the AQMP, and no impact would occur. Because the proposed Project also would be consistent with the site's existing General Plan and zoning land use designations and would be consistent with the regional population projections used in the AQMP, impacts due to a conflict with the applicable AQMP would be the same under both the proposed Project and the Reduced Project/Small Buildings Alternative.

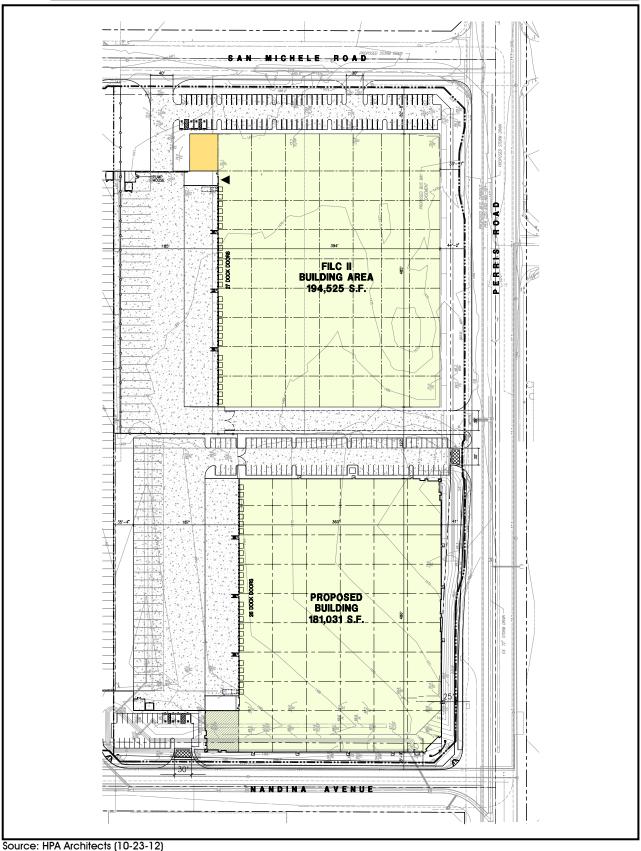




FIGURE 6-3 Reduced Project/Small Building Alternative



Under the Reduced Project/Small Buildings Alternative, activities involved in demolishing the existing parking lot and building the two small buildings would result in construction emissions very similar to that of the proposed Project. Although this alternative would result in a reduction in building area, this alternative would require the construction of more walls for the individual buildings and would require more area requiring paint, thereby increasing the emission of VOCs under near-term conditions. As with the proposed Project, this alternative would require mitigation measures to reduce near-term emissions of ROGs and NO<sub>x</sub> to a level below significant. With the required mitigation, neither this alternative nor the proposed Project would result in a violation of an air quality standard or contribution to a projected air quality violation, although near-term construction emissions would slightly increase under this alternative as compared to the proposed Project.

The new 181,031 s.f. building and 194,525 s.f. building would generate approximately 1,336 trips per day (utilizing the ITE rates for industrial warehousing). Because the buildings would not qualify as "high cube" due to their small size, the trip rate per square foot is higher than the proposed Project. The projected increase in traffic from the site would require the implementation of mitigation measures and City issued conditions of approval. However, even with the incorporation of mitigation measures, the 1,336 daily trips associated with this alternative would result in significant and unavoidable impacts due to the emissions of NO<sub>x</sub>, which would violate the SCAQMD regional air quality standard and would contribute to an existing air quality violation (i.e., smog). Since the proposed Project would generate 270 fewer daily trips than would occur under this alternative, impacts due to a conflict with the SCAQMD regional air quality standard and the level of contribution to an existing air quality violation (i.e., ozone) would be increased under this alternative. Accordingly, this alternative would increase the proposed Project's significant and unavoidable impact due to operational NO<sub>x</sub> emissions.

As with the proposed Project, and assuming mandatory implementation of similar mitigation measures and conditions of approval, impacts to nearby sensitive receptors would be less than significant under this alternative. Emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance, and diesel particulate emissions would not expose sensitive receptors to significant cancer risks. However, these less than significant impacts to sensitive receptors would be increased under this alternative in comparison to the proposed Project due to the increase in daily vehicular trips (i.e., 1,336 average daily trips, as compared to 1,066 average daily trips under the proposed Project).

Odors that would be associated with the Reduced Project/Small Buildings Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and similar to the proposed Project, impacts due to odors under this alternative would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the surrounding area, and the less-than-significant results of the localized significance threshold analysis. Since this alternative and the proposed Project do not involve any land uses that would generate odors, and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar under both this alternative and the proposed Project, and would be less than significant.



#### ☐ Greenhouse Gas Emissions

The Reduced Project/Small Buildings Alternative would involve the construction and operation of 375,556 s.f. of industrial warehouse building area in two buildings. Due to the slight increase in the amount of traffic associated with this alternative (270 additional average daily trips), mobile-source related GHG emissions would increase as compared to the proposed Project. However, since this alternative would involve less building area, non-mobile source operational GHG emissions could be reduced under this alternative. Nonetheless, because the majority of GHG emissions are associated with vehicle sources, total GHGs generated under this alternative would be greater than those associated with the proposed Project.

Mitigation measures and conditions of approval similar to those applied to the proposed Project would apply to this alternative, including those imposed to address air quality emissions. Incorporation of these measures is anticipated to reduce near- and long-term emissions of GHGs. As with the proposed Project, it is not anticipated that this alternative would conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, including the CARB Scoping Plan recommended measures and actions or the GHG emission reduction strategies set forth in the 2006 CAT Report. As such, impacts due to a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases would be similar under both this alternative and the proposed Project and would be less than significant.

# □ Noise

Noise associated with the Reduced Project/Small Buildings Alternative would occur during near-term construction activities and under long-term operation. Similar to the proposed Project, near-term construction activities during each phase of construction would generate noise levels that exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line. Since this alternative would result in the construction of two buildings instead of one, it is anticipated that the duration of noise impacts during the building construction and architectural coating phase would increase under this alternative as compared to the proposed Project. Accordingly, implementation of this alternative would result in a near-term significant and unavoidable impact to noise, and such impacts would be slightly increased as compared to the proposed Project.

Under long-term operational conditions, noise generated by the Reduced Project/Small Buildings Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Perimeter walls would act as noise barriers and contain operational noise and nearby sensitive receptors would experience noise levels below the City's 65 dBA CNEL exterior standard. As such, impacts would be less than significant. Noise levels may be increased compared to the proposed Project, however, due to the 270 vehicle increase in average daily traffic associated with this alternative.

Off-site transportation related impacts are not anticipated to be significant in association with this alternative. However, since this alternative would result in 270 more average daily vehicle trips as compared to the proposed Project, off-site noise impacts would increase under this alternative in comparison to the proposed Project, but would remain below a level of significance.



Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both this alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the Reduced Project/Small Buildings Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the Reduced Project/Small Buildings Alternative or the proposed Project.

# ☐ <u>Transportation and Traffic</u>

The Reduced Project/Small Buildings Alternative would result in the construction and operation of 375,556 s.f. of industrial warehouse building area, which would result in the generation of approximately 1,336 average daily vehicle trips (utilizing the ITE rates for industrial warehousing). Due to the increase in traffic associated with this alternative (i.e., 1,336 average daily trips, as compared to 1,066 average daily trips for the proposed Project), it can reasonably be assumed that this alternative would result in similar or increased impacts at the seven roadway segments and five intersections that would be significantly and cumulatively impacted by the proposed Project under Horizon Year Cumulative (2017) conditions. Cumulative impacts at the intersections of Western Way/ Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard would remain significant and unavoidable under both this alternative and the proposed Project, although this alternative would produce more traffic and would therefore have a greater on these intersections. Therefore, implementation of the Reduced Project/Small Buildings Alternative would increase impacts to transportation/traffic as compared to the proposed Project.

Implementation of the Reduced Project/Small Buildings Alternative would likely impact the same CMP facilities as the proposed Project (I-215 SB Ramps at Harley Knox Boulevard and I-215 NB Ramps at Harley Knox Boulevard); however, such impacts would be increased because this alternative would produce 270 more average daily trips than the proposed Project. Accordingly, impacts to CMP facilities would increase under this alternative as compared to the proposed Project, although such impacts would be reduced to a level below significant through the payment of DIF and/or TUMF fees in either case.

Neither the Reduced Project/Small Buildings Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the Reduced Project/Small Buildings Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and Reduced Project/Small Buildings Alternative would involve industrial-related uses, and the site is located within a predominantly industrial area, there would be no impacts due to incompatible uses. In both cases, impacts would be similar under both the Reduced Project/Small Buildings Alternative and the proposed Project and would not be significant.

Both the Reduced Project/Small Buildings Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly,



an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or Reduced Project/Small Buildings Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the Reduced Project/Small Buildings Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be identical under this alternative and the proposed Project, and no impact would occur.

# □ Biological Resources

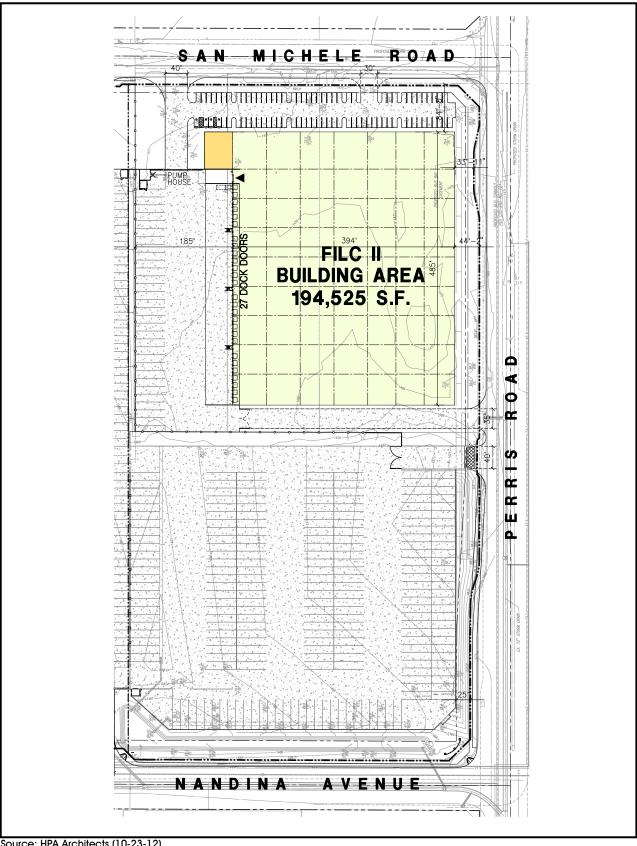
This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

#### □ Conclusion

Implementation of the Reduced Project/Small Buildings Alternative would result in the construction of 375,556 s.f. of industrial warehouse building area, or 24,574 s.f. less building area than the proposed Project (a reduction in building area by approximately 6%). Implementation of this alternative would increase the proposed Project's significant unavoidable impacts to air quality, noise, and transportation/traffic, and would generally increase Project-related operational impacts that are related to average daily traffic. The Reduced Project/Small Buildings Alternative would meet all of the Project's objectives, except may have more difficulty meeting the objective to construct a logistics center that appeals to tenants seeking to locate in the Moreno Valley area due to the smaller sized buildings as compared to the larger building proposed by the Project.

#### 6.3.4 ALTERNATIVE 4 - REDUCED PROJECT/NORTH BUILDING ALTERNATIVE

The Reduced Project/North Building Alternative was selected to evaluate the comparative environmental benefits of constructing one smaller industrial warehouse building on the northern portion of the property and retaining the existing truck trailer yard in the southern portion of the site, in lieu of constructing the single large building proposed by the Project. Under this alternative, a single 194,525 s.f. building would be constructed in the northern portion of the site, while the existing truck trailer parking area in the south would be retained. The building would consist of 189,525 s.f. of warehouse space and 5,000 s.f. of office space. Implementation of this alternative would reduce the allowable building area on-site by 205,605 s.f., or approximately 51% less building area than the proposed Project. Figure 6-4, *Reduced Project/North Building Alternative*, depicts a conceptual site plan for the No Project/North Building Alternative.



Source: HPA Architects (10-23-12)



FIGURE 6-4 Reduced Project/North Building Alternative



Roadway improvements and access points would be identical to the proposed Project under this alternative, except that an additional access would be provided to Perris Boulevard on the north side of the existing truck trailer parking area. The existing screen walls would be extended under this alternative and would occur along the entire frontage with Perris Boulevard and San Michele Road, while the screen walls along Nandina Avenue would be demolished and replaced along the northern edge of the employee parking area proposed adjacent to Nandina Avenue.

The industrial building proposed under this alternative would include a total of 28 dock doors, 243 truck trailer parking stalls, and 87 standard and handicap spaces.

#### ☐ Air Quality

The Reduced Project/North Building Alternative would not alter the land uses allowed on-site under the General Plan and zoning designations. The development of an industrial building on-site would be consistent with the site's existing General Plan and zoning designations that formed the basis for regional population projections used in SCAG's AQMP. As such, the Reduced Project/North Building Alternative would not conflict with implementation of the AQMP, and no impact would occur. Because the proposed Project also would be consistent with the site's existing General Plan and zoning land use designations and would be consistent with the regional population projections used in the AQMP, impacts due to a conflict with the applicable AQMP would be the same under both the proposed Project and the Reduced Project/North Building Alternative.

Under the Reduced Project/North Building Alternative, the extent of construction activities would be reduced as compared to the proposed Project; as such, construction-related air quality emissions would be lessened. As with the proposed Project, this alternative would require mitigation measures to reduce near-term emissions of VOCs and NO<sub>x</sub> to a level below significant, but to a lesser degree. With required mitigation, neither this alternative nor the proposed Project would result in a violation of an air quality standard or contribution to a projected air quality violation, although near-term construction emissions would be reduced under this alternative as compared to the proposed Project.

The new 194,525 s.f. building would generate approximately 693 trips per day (utilizing the ITE rates for industrial warehousing). The projected increase in traffic from the site would require the implementation of mitigation measures and adherence to conditions of approval similar to those imposed for the proposed Project. However, even with the incorporation of mitigation measures, the 693 trips associated with this alternative would result in significant and unavoidable impacts due to the emissions of NO<sub>x</sub>, which would violate the SCAQMD regional air quality standard and would contribute to an existing air quality violation (i.e., smog). Since the proposed Project would generate 373 more daily trips than would occur under this alternative, impacts due to a conflict with the SCAQMD regional air quality standard and the level of contribution to an existing air quality violation (i.e., ozone) would be reduced under this alternative. Accordingly, this alternative would reduce but not avoid the proposed Project's significant and unavoidable impact due to operational NO<sub>x</sub> emissions.

As with the proposed Project, and assuming implementation of similar mitigation measures and conditions of approval, impacts to nearby sensitive receptors would be less than significant under this alternative. Emissions under this alternative would be below the SCAQMD regional and localized thresholds of significance, and diesel particulate emissions would not expose sensitive receptors to



significant cancer risks. These less than significant impacts to sensitive receptors would be reduced under this alternative in comparison to the proposed Project due to the reduction in daily vehicular trips (i.e., 693 average daily trips, as compared to 1,066 average daily trips under the proposed Project).

Odors that would be associated with the Reduced Project/North Building Alternative would be associated with near-term construction activities and diesel exhaust that would occur under both near-term construction and long-term operation. However, and similar to the proposed Project, impacts due to odors under this alternative would be less than significant due to the short-term duration and quantity of emissions, the predominantly industrial nature of the surrounding area, and the less-than-significant results of the localized significance threshold analysis. Since this alternative and the proposed Project do not involve any land uses that would generate odors, and since odors under near-term construction activities would be similar (particularly when asphalt is being installed), near- and long-term odors would be similar under both this alternative and the proposed Project, and would be less than significant.

#### ☐ Greenhouse Gas Emissions

The Reduced Project/North Building Alternative would involve the construction and operation of 194,525 s.f. of industrial warehouse building area. Due to the slight reduction in the amount of traffic associated with this alternative (373 fewer average daily trips), mobile-source related GHG emissions would decrease as compared to the proposed Project. Additionally, since this alternative would involve less building area, non-mobile source operational GHG emissions also would be reduced under this alternative.

Mitigation measures and conditions of approval similar to those applied to the proposed Project associated would apply to this alternative, including those imposed to address air quality emissions. Incorporation of these measures is anticipated to reduce near- and long-term emissions of GHGs. As with the proposed Project, it is not anticipated that this alternative would conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, including the CARB Scoping Plan recommended measures and actions or the GHG emission reduction strategies set forth in the 2006 CAT Report. As such, impacts due to a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases would be similar under both this alternative and the proposed Project and would be less than significant.

#### □ Noise

Noise associated with the Reduced Project/North Building Alternative would occur during near-term construction activities and under long-term operation. Similar to the proposed Project, near-term construction activities during each phase of construction would generate noise levels that exceed the City's Noise Ordinance standard of 65 dBA at a distance of 200 feet from the property line. Since this alternative would result in the construction of a smaller building on-site, it is anticipated that the duration of noise impacts during the building construction and architectural coating phase would be reduced under this alternative as compared to the proposed Project. However, implementation of this alternative would not fully avoid the proposed Project's near-term significant and unavoidable impact to noise.



Under long-term operational conditions, noise generated by the Reduced Project/North Building Alternative primarily would be associated with trucks maneuvering and idling within the dock areas. Mitigation measures and conditions of approval, including requirements to construct noise attenuation walls along the perimeter of the site and to construct access gates with solid materials to address on-site noise generation would be effective in containing operational noise. With implementation of similar mitigation measures and conditions of approval imposed on the proposed Project, site operational noise affecting nearby sensitive receptors would be below the City's 65 dBA CNEL exterior standard and impacts would be less than significant. Overall, operational noise impacts would be decreased as compared to the proposed Project due to the 373 vehicle fewer average daily trips associated with this alternative.

Off-site transportation related impacts would be less than significant in association with this alternative and the proposed Project. Since this alternative would result in 373 fewer average daily vehicle trips as compared to the proposed Project, off-site noise impacts would decrease under this alternative in comparison to the proposed Project.

Near-term ground-borne vibration or ground-borne noise effects would be temporary and infrequent during construction and would be less than significant under both this alternative and the proposed Project. Under long-term operational conditions, there would be no sources of ground-borne vibration or ground-borne noise associated with either the Reduced Project/North Building Alternative or the proposed Project. Also, neither this alternative nor the proposed Project are noise-sensitive uses or involve an air travel component. Thus, there would be no impact associated with public or private airport usage with either the Reduced Project/North Building Alternative or the proposed Project.

#### ☐ <u>Transportation and Traffic</u>

The Reduced Project/North Building Alternative would retain the parking lot in the southern portion of the site and result in the construction and operation of a 194,525 s.f. industrial warehouse building in the northern portion of the site, which would result in the generation of approximately 693 average daily vehicle trips (utilizing the ITE rates for industrial warehousing). It is anticipated that implementation of this alternative would result in cumulatively significant impacts at the same seven roadway segments and five intersections that would be impacted by the proposed Project under Horizon Year Cumulative (2017) conditions, although such impacts would be reduced in comparison to the proposed Project. Cumulative impacts at the intersections of Western Way/ Harley Knox Boulevard and Indian Street/ Harley Knox Boulevard would remain significant and unavoidable under both this alternative and the proposed Project, although this alternative would produce less traffic and would therefore have a lesser degree of cumulative impact at these intersections.

Implementation of the Reduced Project/North Building Alternative would likely impact the same CMP facilities as the proposed Project (I-215 SB Ramps at Harley Knox Boulevard and I-215 NB Ramps at Harley Knox Boulevard); however, such impacts would be reduced since this alternative would produce 373 fewer average daily trips than the proposed Project. Accordingly, impacts to CMP facilities would be reduced under this alternative as compared to the proposed Project, and such impacts would be reduced to a level below significant through the payment of DIF and/or TUMF fees.



Neither the Reduced Project/North Building Alternative nor the proposed Project has the potential to affect air traffic patterns. As such, impacts to air traffic patterns would not occur, and would be similar under either this alternative or the proposed Project.

Under both the Reduced Project/North Building Alternative and the proposed Project, roadway frontage improvements would be required to adhere to City requirements, thereby precluding the potential for introducing hazards due to a design feature. Additionally, because both the proposed Project and Reduced Project/North Building Alternative would involve industrial-related uses, and the site is located within a predominantly industrial area, there would be no impacts due to incompatible uses. In both cases, impacts would be similar under both the Reduced Project/North Building Alternative and the proposed Project and would not be significant.

Both the Reduced Project/North Building Alternative and the proposed Project would be served by a minimum of two access points, which would provide for adequate emergency access. Accordingly, an impact due to inadequate emergency access would not occur, and such impacts would be identical under either the proposed Project or Reduced Project/North Building Alternative.

Frontage improvements along San Michele Road and Perris Boulevard would occur under both the Reduced Project/North Building Alternative and the proposed Project, and would accommodate all required sidewalks, bike lanes, and bus turnouts. There are no other pedestrian, bicycle, or public transit facilities planned near the proposed Project site (with exception of the bus turnout). Accordingly, impacts due to a conflict with adopted policies or programs regarding public transit, bicycle, and pedestrian facilities would be identical under this alternative and the proposed Project, and no impact would occur.

#### □ Biological Resources

This alternative would result in full disturbance of the property, as would occur under the proposed Project. As such, impacts to biological resources that would occur under this alternative are the same as those impacts described in EIR Subsection 4.5 for the proposed Project. No biological resource impacts would be reduced or avoided.

# □ Conclusion

Implementation of the Reduced Project/North Building Alternative would retain the existing truck trailer parking yard in the southern portion of the property and result in the construction of 194,525 s.f. of industrial warehouse building area in the northern portion of the property. This would result in 205,605 s.f. less building area than the proposed Project (a reduction in building area by approximately 51%). Implementation of this alternative would reduce the proposed Project's significant unavoidable impacts to air quality, noise, and transportation/traffic, although such impacts would not be fully avoided under this alternative. Other Project-related operational impacts that are related to average daily traffic also would be reduced under this alternative.

The Reduced Project/North Building Alternative would meet most of the Project's objectives, but generally to a lesser degree. This alternative would not achieve the Project's objective to achieve a minimum FAR of 0.5, and would be less effective in providing logistics center warehouse building space in comparison to the proposed Project. This alternative, while providing logistics center warehouse building space within five miles of major regional transportation corridors, would provide



less building space than the proposed Project. Additionally, this alternative would attract fewer businesses and jobs to the City of Moreno Valley as compared to the proposed Project. Moreover, selection of the Reduced Project/North Building Alternative would not result in a reduction in demand for industrial business park development in western Riverside County; thus, it is likely for a portion of the Project's environmental impacts to occur elsewhere rather than be avoided.



Table 6-1 Alternatives – Comparison of Environmental Effects

ENVIRONMENTAL TOPIC	PROPOSED PROJECT SIGNIFICANCE OF IMPACTS AFTER MITIGATION	LEVEL OF IMPACT COMPARED TO THE PROPOSED PROJECT			
		No Project/ Trailer Yard Alternative	NO PROJECT/ INDUSTRIAL BUILDING ALTERNATIVE	REDUCED PROJECT/ SMALL BUILDINGS ALTERNATIVE	REDUCED PROJECT/ NORTH BUILDING ALTERNATIVE
Air Quality – Construction	Less than Significant	Reduced	Reduced	Increased	Reduced
Air Quality - Operational	Significant and Unavoidable	Reduced and Avoided	Reduced but Not Avoided	Increased	Reduced but Not Avoided
Greenhouse Gas Emissions	Less than Significant	Reduced	Reduced	Increased	Reduced
Noise - Construction	Significant and Unavoidable	Reduced but Not Avoided	Reduced but Not Avoided	Increased	Reduced but Not Avoided
Noise - Operational	Less than Significant	Reduced	Reduced	Increased	Reduced
Transportation/ Traffic - Operational	Significant and Unavoidable	Reduced and Avoided	Reduced but Not Avoided	Increased	Reduced but Not Avoided
<b>Biological Resources</b>	Less than Significant	Same	Same	Same	Same
ABILITY TO MEET THE BASIC OBJECTIVES OF THE PROJECT <sup>1</sup>					
Objective A:		No	Yes, but to a lesser degree	Yes, but to a lesser degree	Yes, but to a lesser degree
Objective B:		No	Yes, but to a lesser degree	Yes, but to a lesser degree	Yes, but to a lesser degree
Objective C:		No	No	Yes, but to a lesser degree	Yes, but to a lesser degree
Objective D:		No	Yes, but to a lesser degree	Yes	Yes, but to a lesser degree
Objective E:		No	Yes, but to a lesser degree	Yes, but to a lesser degree	Yes, but to a lesser degree

<sup>1.</sup> Refer to EIR Subsection 6.3 for a list of the proposed Project's basic objectives.

# 7.0 REFERENCES

# 7.1 **EIR PREPARERS**

#### 7.1.1 CITY OF MORENO VALLEY COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

John Terell, AICP, Planning Official Chris Ormsby, Senior Planner Julia Descoteaux, Associate Planner

#### 7.1.2 T&B PLANNING, INC.

Tracy Zinn, Principal

Degrees: B.S.; Regional Planning and Geography, 1992 Certifications: American Institute of Certified Planners, 2009

Jeramey Harding, Senior Project Manager

Degrees: B.S.; Natural Resources Planning, 1999

M.S.; Urban and Regional Planning, 2001

Certifications: American Institute of Certified Planners, 2011

David Ornelas, Project Manager

Degrees: B.A.; Urban Studies and Planning, 2006

Zachary Norwood, Environmental Analyst

Degrees: B.S.; Environmental Geography, 2010

M.C.R.P.; City and Regional Planning, 2012

Eric Horowitz, GIS Manager

Degrees: B.A.; Urban and Regional Planning, 1996

M.S.; Geographic Information Systems, 2003

Certifications: Geographic Information Systems Professional, 2009

# 7.2 DOCUMENTS INCORPORATED BY REFERENCE

Project Applications. 2012. Application for Building Plot Plan (PA12-0023) on file at the City of Moreno Valley Community and Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552.

Moreno Valley, City of. 2008. Mitigated Negative Declaration for Nandina III Distribution Center and associated Addendum No. 1 (2011) and Addendum No. 2 (2012).

Moreno Valley, City of. 2007. *City of Moreno Valley Transportation Engineering Division Traffic Impact Analysis Preparation Guide*. Available at the City of Moreno Valley Public Works Department, 14177 Frederick Street, Moreno Valley, CA 92552, or online at <a href="http://www.moreno-valley.ca.us/city\_hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf">http://www.moreno-valley.ca.us/city\_hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf</a>

- Moreno Valley, City of. 2006a. *Moreno Valley General Plan*. Approved July 11, 2006. Available at the City of Moreno Valley Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552, or online at <a href="http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>
- Moreno Valley, City of. 2006b. *Moreno Valley General Plan Final Environmental Impact Report*. Certified July 11, 2006. Available at the City of Moreno Valley Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552, or online at http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml.
- Moreno Valley, City of. 2002. *Moreno Valley Industrial Area Plan (Specific Plan 208)*. Amended March 12, 2002. Available at the City of Moreno Valley Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552, or online at http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml.
- Perris, City of. 2005. *City of Perris General Plan and Final Program Environmental Impact Report*. Certified April 2005. Available at the City of Perris Department of Community Development, 135 North "D" Street, Perris, CA 92570, or online at <a href="http://www.cityofperris.org/city-hall/general-plan.html">http://www.cityofperris.org/city-hall/general-plan.html</a>.
- Riverside, City of. 2007. *City of Riverside General Plan Final Program Environmental Impact Report*. Certified November 2007. Available at the City of Riverside Community Development Department, Planning Division, 3900 Main Street, Riverside, CA 92522, or online at <a href="http://www.riversideca.gov/planning/gp2025program">http://www.riversideca.gov/planning/gp2025program</a>.
- Riverside, County of. 2003a. *County of Riverside General Plan Final Program Environmental Impact Report*. Certified October 2003. Available at the County of Riverside County Planning Department, 4080 Lemon Street, 12<sup>th</sup> Floor, Riverside, CA 92502, or online at <a href="http://www.rctlma.org/genplan/default.aspx">http://www.rctlma.org/genplan/default.aspx</a>.

# 7.3 DOCUMENTS AND WEBSITES CONSULTED

- Air Force, Department of. 2005. *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Available at: <a href="http://www.marchjpa.com/docs\_forms/aicuz2005.pdf">http://www.marchjpa.com/docs\_forms/aicuz2005.pdf</a>. August 2005. Accessed March 14, 2011.
- Albert A. Webb Associates. (2008). *North Perris Road and Bridge Benefit District Analysis Report*. City of Perris. Retrieved November 27, 2012, from <a href="http://www.cityofperris.org/business/news/northperris-bridgedist-report-v3\_0308.pdf">http://www.cityofperris.org/business/news/northperris-bridgedist-report-v3\_0308.pdf</a>
- Alfred A. Webb Associates. 2012a. Preliminary Water Quality Management Plan First Inland Logistics Center II. July 2012.
- Alfred A. Webb Associates. 2012b. *Preliminary Drainage Study First Inland Logistics Center II*. May 2012.



- Building Plot Plan (PA12-0023) on file at the City of Moreno Valley Community and Economic Development Department, Planning Division.
- California Air Resources Board. 2011. "Air Quality and Emissions" Available at: <a href="http://www.arb.ca.gov/html/ds.htm">http://www.arb.ca.gov/html/ds.htm</a>. Updated February 24, 2011 and accessed September 16, 2011.
- California Air Resources Board, 2009. "2009 Air Quality Almanac." Web. Available at: <a href="http://www.arb.ca.gov/aqd/almanac/almanac09/almanac09.htm">http://www.arb.ca.gov/aqd/almanac/almanac09/almanac09.htm</a>. Accessed January 29, 2013.
- California Department of Conservation. 2010. "Alquist-Priolo Earthquake Fault Zone Maps." Web. Available at: http://www.quake.ca.gov/gmaps/ap/ap maps.htm. Accessed: May 22, 2012.
- California Department of Resources Recycling and Recovery. n.d. *Solid Waste Information System, Facility/Site Listing*. Web. Available: <a href="http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?FAC=Disposal&OPSTATUS=Active&REGSTATUS=Permitted">http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList?FAC=Disposal&OPSTATUS=Active&REGSTATUS=Permitted</a>. Accessed October 18, 2012.
- California Department of Toxic Substances Control. n.d. "Cleanup Sites and Hazardous Waste Permitted Facilities." Web. Available: <a href="http://www.envirostor.dtsc.ca.gov/public/">http://www.envirostor.dtsc.ca.gov/public/</a>. Accessed: May 22, 2012.
- California Department of Toxic Substances Control. n.d. *EnviroStor*. Available at: <a href="http://www.envirostor.dtsc.ca.gov/public">http://www.envirostor.dtsc.ca.gov/public</a>. Accessed: March 17, 2011.
- California Department of Toxic Substances Control. 2007. "Fact Sheet, August 2007: Hazardous Waste Transporter Requirements" Web. Available at: <a href="http://www.dtsc.ca.gov/ContactDTSC/Transporters.cfm">http://www.dtsc.ca.gov/ContactDTSC/Transporters.cfm</a>. Accessed September 20, 2011.
- California Department of Transportation. "California Scenic Highway Program." Web. Available: <a href="http://www.dot.ca.gov/hq/LandArch/scenic\_highways/scenic\_hwy.htm">http://www.dot.ca.gov/hq/LandArch/scenic\_highways/scenic\_hwy.htm</a>. Accessed: May 22, 2012.
- California State Legislature. 2006. Assembly Bill 32 (Nunez).
- California State Legislature. 2004. Senate Bill 50 (Greene).
- City of Moreno Valley. 2006a. Moreno Valley General Plan. Retrieved from http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml
- City of Moreno Valley. 2007. City of Moreno Valley Transportation Engineering Division Traffic Impact Analysis Preparation Guide. Retrieved from <a href="www.moreno-valley.ca.us/city\_hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf">www.moreno-valley.ca.us/city\_hall/departments/pub-works/transportation/pdfs/traffic-studyguide.pdf</a>
- County of Riverside. 2003a, October. County of Riverside General Plan Final Program Environmental Impact Report. Retrieved from <a href="https://www.riversideca.gov/planning/gp2025program">www.riversideca.gov/planning/gp2025program</a>

- Department of the Air Force. 2005. March Air Reserve Base/ Inland Port Airport Joint Land Use Study. March Joint Powers Authority.
- Eastern Municipal Water District, 2011. 2010 Urban Water Management Plan. Available at <a href="http://www.emwd.org/news/pubs\_uwmp.html">http://www.emwd.org/news/pubs\_uwmp.html</a>.
- Eastern Municipal Water District. 2007a. Mitigated Negative Declaration (SCH No. 2007031155) for the Moreno Valley Regional Wastewater Reclamation Facility Expansion Project. June 20, 2007.
- Eastern Municipal Water District. 2005a. Mitigated Negative Declaration (SCH No. 2004101086) for the Perris Valley Regional Wastewater Reclamation Facility Expansion Project.
- Eastern Municipal Water District, 2005b. 2005 Urban Water Management Plan. Retrieved from <a href="http://www.emwd.org/news/pubs\_uwmp.html">http://www.emwd.org/news/pubs\_uwmp.html</a>.
- ESNR Corporation. 2007. Phase I Environmental Site Assessment of Eight Parcels Located at Nandina Avenue and Perris Boulevard in Moreno Valley, California. August 2007.
- Google. Google Earth. Vers. 6.1.0.5001. Computer software. Google, 2011.
- March Joint Powers Authority. 2007. General Plan of the March Joint Powers Authority.
- March Joint Powers Authority. 2010. *March Air Reserve Base/Inland Port Airport Joint Land Use Study*, December 2010 (prepared by Mead & Hunt). Available at: <a href="http://www.marchjpa.com/docs\_forms/jlus2010.pdf">http://www.marchjpa.com/docs\_forms/jlus2010.pdf</a>.
- March Joint Powers Authority. 2010. *Draft Vision 2030: March JPA General Plan.* March 2010 Draft.
- March Joint Powers Authority, 2009. Final Program Environmental Impact Report for the March LIfecare Campus Specific Plan. October 2009.
- Master Plot Plan (PA11-0002) on file at the City of Moreno Valley Planning Department.
- Moreno Valley, City of. n.d. *Municipal Code*. Web. Available: <a href="http://qcode.us/codes/morenovalley/">http://qcode.us/codes/morenovalley/</a>>. Accessed: May 22, 2012.
- Moreno Valley, City of. 2012. Addendum No. 2 to Mitigated Negative Declaration for Nandina III Distribution Center.
- Moreno Valley, City of. 2011. *GIS Maps OnLine*. Web. Available: <a href="www.moreno-valley.ca.us/city">www.moreno-valley.ca.us/city</a> hall/city maps.shtml. Accessed: October, 2012.
- Moreno Valley, City of. 2010. *Adopted Land Use Map.* Web. Available at: <a href="http://www.moreno-valley.ca.us/city">http://www.moreno-valley.ca.us/city</a> hall/general plan.shtml. Accessed: October, 2012



- Moreno Valley, City of. 2008. Mitigated Negative Declaration for Nandina III Distribution Center.
- Moreno Valley, City of. 2006a. *Moreno Valley General Plan*. Web. Available at: <a href="www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>. Accessed: November, 2012.
- Moreno Valley, City of. 2006b. Moreno *Valley General Plan Final Environmental Impact Report*. Web. Available at: <a href="http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml">http://www.moreno-valley.ca.us/city\_hall/general\_plan.shtml</a>.
- Moreno Valley, City of. 2002. *Moreno Valley Industrial Area Plan (Specific Plan 208)*. Available at: www.moreno-valley.ca.us/city\_hall/departments/specificplans.shtml.
- Moreno Valley, City of. n.d. Municipal Code. Available at: <a href="http://qcode.us/codes/morenovalley/">http://qcode.us/codes/morenovalley/</a>.
- Perris, City of. 2010. Zoning Ordinance. Available at: <a href="http://www.cityofperris.org/city-hall/zoning.html">http://www.cityofperris.org/city-hall/zoning.html</a> Amended through February 4, 2010.
- Perris, City of. 2005. *City of Perris General Plan Final Program Environmental Impact Report*. Certified April 2005. Available at: <a href="http://www.cityofperris.org/city-hall/general-plan.html">http://www.cityofperris.org/city-hall/general-plan.html</a>.
- Riverside, City of. 2007. *City of Riverside General Plan Final Program Environmental Impact Report*. Certified November 2007. Available at: <a href="http://www.riversideca.gov/planning/gp2025program/">http://www.riversideca.gov/planning/gp2025program/</a>.
- Riverside, City of. n.d. Municipal Code Chapter 19.590, Performance Standards. Available at: <a href="http://www.riversideca.gov/municode/pdf/19/article-8/19-590.pdf">http://www.riversideca.gov/municode/pdf/19/article-8/19-590.pdf</a>. Accessed: October 2012.
- Riverside, County of. 2011. Request for Qualifications #TLARC-315 March Air Reserve Base Airport Land Use Compatibility Plan Environmental Impact Report Services. Available at: <a href="http://www.purchasing.co.riverside.ca.us/document/903/TLARC315%20.pdf">http://www.purchasing.co.riverside.ca.us/document/903/TLARC315%20.pdf</a>. Closing date September 15, 2011.
- Riverside, County of. 2003a. County of Riverside General Plan Final Program Environmental Impact Report. Certified October 2003. Available at: <a href="http://www.rctlma.org/genplan/default.aspx">http://www.rctlma.org/genplan/default.aspx</a>.
- Riverside, County of. 2003b. Western Riverside County Multiple Species Habitat Conservation Plan. Vols. 1-5. Web. Available at: <a href="http://www.rctlma.org/mshcp/index.html">http://www.rctlma.org/mshcp/index.html</a>.
- Riverside, County of. 2003c. *County of Riverside General Plan*. Approved October 2003. Available at <a href="http://www.rctlma.org/genplan/default.aspx">http://www.rctlma.org/genplan/default.aspx</a>>.
- Riverside, County of. 1986. Fire Protection and Emergency Medical Master Plan. November 15, 1986.



- Riverside County Airport Land Use Commission. 1986. *Riverside County Airport Land Use Compatibility Plan, March ARB*. Web. Available at:

  <a href="http://www.rcaluc.org/filemanager/plan/old//March%20Air%20Reserve%20Base%20(MARB).pdf">http://www.rcaluc.org/filemanager/plan/old//March%20Air%20Reserve%20Base%20(MARB).pdf</a>.

  <a href="http://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf">http://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf</a>.
  <a href="http://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf">http://www.rcaluc.org/filemanager/plan/old/March%20Air%20Reserve%20Base%20(MARB).pdf</a>.
- Riverside County Flood Control and Water Conservation District. n.d. *Perris Valley Master Drainage Plan*; and, *Sunnymead Master Drainage Plan* Available at: <a href="http://rcflood.org/RCFCInternetText/DistrictDocuments.html">http://rcflood.org/RCFCInternetText/DistrictDocuments.html</a>.
- Riverside County Transportation and Land Management Agency. 2011. Geographic Information System. Accessed May 2011 through November 2011.
- Riverside County Transportation Commission. 2010. 2010 Riverside County Congestion Management Program. Web. Available at: www.rctc.org/downloads/congestionmanagementprogram.pdf.
- Riverside County Transportation Commission. n.d. "North I-215 Project." Available at: <a href="http://www.i215project.info/north/">http://www.i215project.info/north/</a>.
- Riverside County Transportation Commission. n.d. "Perris Valley Line." Web. Available: <a href="http://www.perrisvalleyline.info/index.asp">http://www.perrisvalleyline.info/index.asp</a>.
- Riverside County Waste Management Department. 2012. *Countywide Disposal Tonnage Tracking System (CDTTS) Disposal Reports* 2<sup>nd</sup> Quarter 2012 (April 1, 2012 thru June 30, 2012). October 10, 2012. Web. Available:

  www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2012-2QTR-RCDisposalReports.PDF. Accessed October 18, 2012.
- Riverside County Waste Management Department. 2011. *Countywide Disposal Tonnage Tracking System (CDTTS) Disposal Reports 1<sup>st</sup> Quarter 2011 (January 1, 2011 thru March 31, 2011)*. July 6, 2011. Web. Available at: <a href="http://www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2011-1QTR-RCDisposalReports.pdf">http://www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2011-1QTR-RCDisposalReports.pdf</a>.
- Riverside County Waste Management Department. n.d. "Landfill Information." Available: <a href="http://www.rivcowm.org/opencms/landfill\_info/index.html">http://www.rivcowm.org/opencms/landfill\_info/index.html</a>.
- San Jacinto River Watershed Council. 2007. *Integrated Regional Watershed Management Plan for the San Jacinto River Watershed*. December 31, 2007. Available at: <a href="http://www.cityofcanyonlake.com/uploads/files/SanJacintoIRWMP\_EntireDocument.pdf">http://www.cityofcanyonlake.com/uploads/files/SanJacintoIRWMP\_EntireDocument.pdf</a>.
- Santa Ana Watershed Project Authority. 2010. 2009 Santa Ana Integrated Watershed Plan. November 16, 2010. Available at: www.sawpa.org/owow-generalinfo.html.
- Santa Ana Regional Water Quality Control Board, 2008. *The Santa Ana River Basin Water Quality Control Plan*. Available at: <a href="https://www.waterboards.ca.gov/santaana/water-issues/programs/basin\_plan/index.shtml">www.waterboards.ca.gov/santaana/water-issues/programs/basin\_plan/index.shtml</a>.

- South Coast Air Quality Management District. 2007. 2007 Final Air Quality Management Plan. June 2007. Available at: <a href="http://www.aqmd.gov/aqmp/07aqmp/index.html">http://www.aqmd.gov/aqmp/07aqmp/index.html</a>.
- South Coast Air Quality Management District. 2007. *Air Quality Management Plan*. Available at: www.aqmd.gov/aqmp/aqmpintro.htm.
- Southern California Association of Governments. 2008b. 2008 Regional Transporation Plan. Available at: <a href="https://www.scag.ca.gov/rtp2008/final.htm">www.scag.ca.gov/rtp2008/final.htm</a>
- Southern California Association of Governments. 2012. 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy. Available at: <a href="http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx">http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx</a>. Accessed: August 31, 2012.
- Southern California Association of Governments. 2008a. *Integrated Growth Forecast:* 2008 *Regional Transportation Plan.* Web. Available at: <a href="http://www.scag.ca.gov/forecast/index.htm">http://www.scag.ca.gov/forecast/index.htm</a>.
- Southern California Association of Governments. 2008b. 2008 *Regional Transportation Plan*. Available at: <a href="http://www.scag.ca.gov/rtp2008/final.htm">http://www.scag.ca.gov/rtp2008/final.htm</a>.
- Southern California Association of Governments. 2008c. *Final Regional Comprehensive Plan*. 2008. Available at: http://scag.ca.gov/rcp/index.htm.
- Southern California Association of Governments. 2001. *Employment Density Study Summary Report*. Available at: <a href="http://www.scag.ca.gov/forecast/downloads/employ\_den.pdf">http://www.scag.ca.gov/forecast/downloads/employ\_den.pdf</a>. October 31, 2001.
- Southern California Geotechnical. Supplementary Geotechnical Investigation Proposed Building 4 Nandina III and IV. January 12, 2012.
- T&B Planning. 2012. Field Reconnaissance by Jeramey Harding. May 22, 2012.
- United States Air Force. 2005. *March ARB Air Installation Compatible Use Zone Study*. Web. Available at: <a href="www.marchipa.com/docs\_forms/aicuz2005.pdf">www.marchipa.com/docs\_forms/aicuz2005.pdf</a>.
- United States Department of Homeland Security, Federal Emergency Management Agency. 2011. *Flood Map Viewer*. Available at <a href="https://hazards.fema.gov/wps/portal/mapviewer">https://hazards.fema.gov/wps/portal/mapviewer</a>.
- Urban Crossroads, Inc. 2012a. First Inland Logistics Center II Air Quality Impact Analysis. November 14, 2012.
- Urban Crossroads, Inc. 2012b. First Inland Logistics Center II Mobile Source Health Risk Assessment. November 14, 2012.
- Urban Crossroads, Inc. 2012c. First Inland Logistics Center II Greenhouse Gas Analysis. November 14, 2012.

- Urban Crossroads, Inc. 2012d. First Inland Logistics Center II Noise Impact Analysis. October 31, 2012.
- Urban Crossroads, Inc. 2013. First Inland Logistics Center II Traffic Impact Analysis. January 03, 2013.
- URS Corporation. 2012a. First Industrial, L.P., Daniel's Property Project Biological Technical Report. January 2012.
- URS Corporation. 2012b. 2012 Protocol Burrowing Owl Survey San Michele Property Project, City of Moreno Valley, Riverside County, California. June 29, 2012.
- URS Corporation. 2012c. 2012 Special-Status Plant Survey Results San Michele Property Project, City of Moreno Valley, Riverside, California. June 29, 2012.
- URS Corporation. 2012d. Cultural Resources Assessment of Daniel's Property Project, Moreno Valley, CA. January 2012.
- URS Corporation. 2012e. Phase I Environmental Site Assessment Daniel's Property, Southwest Corner of San Michele Road and Perris Boulevard, Moreno Valley, CA. January 23, 2012.

# 7.4 Persons Consulted/Written or Verbal Communication

Cochran, Larry (LDC Consulting). 2012a. Verbal communication among Larry Cochran of LDC Consulting and Tracy Zinn of T&B Planning regarding the proposed Project's construction and operational characteristics. May 15, 2012.

Chandler, Sandy (Albert A. Webb Associates), 2012. E-mail correspondence from Sandy Chandler, Entitlement Specialist of Albert A. Webb Associates to Tracy Zinn of T&B Planning. May 29, 2012.

# 7.5 DOCUMENTS APPENDED TO THIS EIR

The following reports, studies, and supporting documentation were used in preparing the March Business Center EIR and are bound separately as Technical Appendices. A copy of the Technical Appendices is available for review at the City of Moreno Valley Community and Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, California, 92552.

- Appendix A Initial Study for First Inland Logistics Center II, Notice of Preparation, and Written Comments.
- Appendix B Urban Crossroads, Inc. 2012a. First Inland Logistics Center II Air Quality Impact Analysis. November 14, 2012.
- Appendix C Urban Crossroads, Inc. 2012b. First Inland Logistics Center II Mobile Source Health Risk Assessment. November 14, 2012.

- Appendix D Urban Crossroads, Inc. 2012c. First Inland Logistics Center II Greenhouse Gas Analysis. November 14, 2012.
- Appendix E Urban Crossroads, Inc. 2012d. First Inland Logistics Center II Noise Impact Analysis. October 31, 2012.
- Appendix F Urban Crossroads, Inc. 2013. First Inland Logistics Center II Traffic Impact Analysis. January 03, 2013.
- Appendix G URS Corporation. 2012a. First Industrial, L.P., Daniel's Property Project Biological Technical Report. January 2012.
- Appendix G1 URS Corporation. 2012b. 2012 Protocol Burrowing Owl Survey San Michele Property Project, City of Moreno Valley, Riverside County, California. June 29, 2012.
- Appendix G2 URS Corporation. 2012c. 2012 Special-Status Plant Survey Results San Michele Property Project, City of Moreno Valley, Riverside, California. June 29, 2012.
- Appendix H Southern California Geotechnical. 2012. Supplementary Geotechnical Investigation Proposed Building 4 Nandina III and IV. January 12, 2012.
- Appendix I URS Corporation. 2012e. Phase I Environmental Site Assessment Daniel's Property, Southwest Corner of San Michele Road and Perris Boulevard, Moreno Valley, CA. January 23, 2012.



# PA12-0023jd





# Legend

Public Facilities

- Public Facilities
- ★ Fire Stations
- City Boundary
  - Sphere of Influence

Ä

Notes

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

4,310.1

Print Date: 10/9/2013

4,310.1 Feet

-1049-

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County 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.

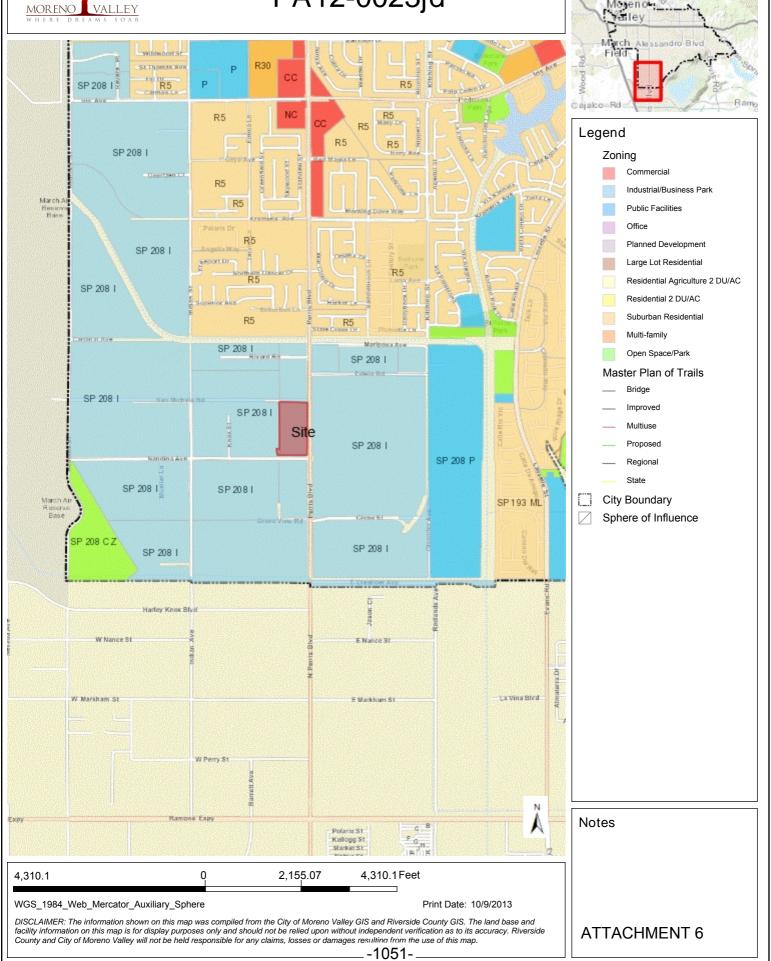
2,155.07

**ATTACHMENT 5** 

This page intentionally left blank.



# PA12-0023jd



This page intentionally left blank.









West Elevation







400,130 S.F BUILDING

# First Inland Logistics Center II

ATTACHMENT 7





