



# CITY OF MORENO VALLEY

## INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR DISCOVERY PROJECT



**DISCOVERY PUD PROJECT  
TTM 38237 (PEN 21-0199)**

**DATE OF PUBLICATION**  
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**Lead Agency**  
**CITY OF MORENO VALLEY**  
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# TABLE OF CONTENTS

BACKGROUND INFORMATION AND PROJECT DESCRIPTION:.....	1
8. PROJECT LOCATION.....	2
EXISTING LAND USES .....	2
9. GENERAL PLAN DESIGNATION:.....	2
10. SPECIFIC PLAN NAME AND DESIGNATION: N/A.....	2
11. EXISTING ZONING: Residential 5 District (R-5).....	2
12. SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS ....	2
13. Description of the Site and Project .....	4
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:.....	21
DETERMINATION (To be completed by the Lead Agency):.....	21
EVALUATION OF ENVIRONMENTAL IMPACTS: .....	22
ISSUES & SUPPORTING INFORMATION SOURCES:.....	24
I.    AESTHETICS.....	24
II.   AGRICULTURE AND FOREST RESOURCES .....	28
III.  AIR QUALITY .....	30
VI.   ENERGY .....	44
VII.  GEOLOGY AND SOILS .....	47
VIII. GREENHOUSE GAS EMISSIONS.....	52
IX.   HAZARDS AND HAZARDOUS MATERIALS .....	55
X.    HYDROLOGY AND WATER QUALITY – Would the project:.....	59
XI.   LAND USE AND PLANNING .....	64
XII.  MINERAL RESOURCES – Would the project: .....	70
XIII. NOISE.....	71
XIV.  POPULATION AND HOUSING .....	78
XV.   PUBLIC SERVICES .....	79
XVI.  RECREATION.....	83
XVII. TRANSPORTATION .....	84
XVIII. TRIBAL CULTURAL RESOURCES.....	87
XIX.  UTILITIES AND SERVICE SYSTEMS.....	91
XX.   WILDFIRE .....	95
XXI.  MANDATORY FINDINGS OF SIGNIFICANCE.....	98
DOCUMENT PREPARERS AND CONTRIBUTORS.....	100

## FIGURES

Figure 1 Regional Location .....	8
Figure 2: Local Vicinity .....	11
Figure 3: Aerial View.....	13
Figure 4: Conceptual Site Plan.....	15
Figure 5: Conceptual Elevations .....	17
Figure N-1 Noise Monitoring Locations .....	75

MITIGATION MONITORING AND REPORTING PROGRAM (Separate Document if applicable)

## APPENDICES (Separate Documents)

Appendix A. Air Quality, Greenhouse Gas, and Energy Analysis  
Appendix B. Biological Resources Assessment and DBESP  
Appendix C. Cultural Resources Assessment  
Appendix D. Geotechnical and Infiltration Investigation  
Appendix E. Paleontological Resources Assessment  
Appendix F. Phase I and Limited Phase II Environmental Assessment  
Appendix G. Preliminary WQMP  
Appendix H. Hydrology Report  
Appendix I. Noise Impact Analysis  
Appendix J. Scoping Agreement and VMT Memo  
Appendix K. Arborist Report

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# INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR DISCOVERY RESIDENTIAL PROJECT

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## BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** Tentative Tract Map No. 38237 (PEN 21-0199), General Plan Amendment (PEN21-0203), Change of Zone (PEN21 -0204), Conditional Use Permit (PEN22-0162)
2. **Project Title:** Discovery Residential Project
3. **Public Comment Period:** October 5, 2022 to November 4, 2022
4. **Lead Agency:** City of Moreno Valley  
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## **8. PROJECT LOCATION**

The Project site is located in northern Riverside County, within the central portion of the City of Moreno Valley. The City is located approximately 12 miles southeast of the city of Riverside, and 16 miles south of the center of the City of San Bernadino. Regional access is provided by State Route 60 (SR-60), which provides access to the Project site via the Moreno Beach Drive exit as shown in Figure 1, *Regional Location*.

Local access to the site is provided by Brodiaea Avenue and Oliver Street. The Project site is located northeast of the Oliver Street and Brodiaea Avenue intersection. The site consists of one parcel identified as Assessor's Parcel Number (APN) 486-240-010. The site is bound by the Discovery Christian Church to the north followed by Alessandro Boulevard, vacant undeveloped land to the east, Oliver Street followed by vacant land to the west, and Brodiaea Avenue followed by single-family residences to the south. The Project site and the surrounding local area is shown in Figure 2, *Local Vicinity*.

## **EXISTING LAND USES**

The Project site is 8.77 acres and is currently vacant yet disturbed. The Project site is relatively flat with a gentle slope in the south/southwest direction. Elevation of the northern portion of the site is approximately 1,560 feet with approximately 10 feet of elevation differential across the site.

Chain-link fencing surrounds the Project site and ornamental landscaping is scattered along the west, east, and southwest perimeter of the site. The Project site is characterized by ruderal habitat dominated by non-native vegetation, with sparse patches of willow scrub habitat. There are various mature trees scattered throughout the site. A non-continuous ephemeral stream is onsite and generally flows north to southeast across the northeast corner of the site. Existing conditions of the Project site and adjacent uses is shown in Figure 3, *Aerial View*.

## **9. GENERAL PLAN DESIGNATION:**

The General Plan land use designation of the site is R5 Residential. The primary purpose of areas designated R5 Residential is to provide for single-family detached housing on standard sized suburban lots. The maximum allowable density shall be 5.0 dwelling units (DU) per acre.

## **10. SPECIFIC PLAN NAME AND DESIGNATION: N/A**

## **11. EXISTING ZONING: Residential 5 District (R-5)**

The existing zoning designation of the Project site is residential, with up to 5 dwelling units (DU) per acre (R-5). According to Moreno Valley Municipal Code Section 9.03.020, the primary purpose of the Residential (R-5) zoning district is to provide for residential development on common sized suburban lots. This district is intended as an area for development of single-family residential and mobile home subdivisions at a maximum allowable density of five DUs per net acre in accordance with the provisions outlined herein.

## **12. SURROUNDING LAND USE, GENERAL PLAN AND ZONING DESIGNATIONS**

The Project site is surrounded by Oliver Street to the west, Brodiaea Avenue to the south, Discovery Christian Church to the north, and vacant land to the east. Surrounding land uses are further described in Table 1 below.

**Table 1: Surrounding Existing Land Uses and Zoning Designations**

	<b>Existing Land Use</b>	<b>Land Use Designation</b>	<b>Zoning Designation</b>
North	Discovery Christian Church	Residential up to 5 dwelling units per acre (R5).	Residential up to 5 dwelling units per acre (R5).
South	Brodiaea Avenue followed by single-family residences	Residential up to 5 dwelling units per acre (R5).	Residential agricultural land up to two dwelling units per acre (RA2).
West	Oliver Street followed by vacant undeveloped land	Downtown Center allowing mixed-use with multifamily residential, and medium-density residential in this sector.	Downtown Center allowing medium density residential (DC) in this sector.
East	Charles St. followed by vacant land	Residential up to 5 dwelling units per acre (R5).	Residential up to 5 dwelling units per acre (R2).

## **13. Description of the Site and Project**

### **Development Summary**

The Project would construct 67 single-family residential units at a density of 7.63 dwelling units per net acre. The residential lot sizes would be approximately 3,600 SF and would include backyard space, side yards, private driveways, and attached garages as shown in Figure 4, *Conceptual Site Plan*. The residences would include three different plans. Figure 5, *Conceptual Elevations* shows the architectural designs.

### **Parking and Access**

The Project would include two access points from Brodiaea Avenue and Oliver Street. New internal streets would be constructed to provide access to the single-family residences. As per Moreno Valley Municipal Code Section 9.11.040, single-family homes are required to provide 2 off street parking spots per unit. Each unit would be constructed with a 2-car garage, which would meet City standards and provide a total of 134 covered parking spaces. Additionally, there will be 25 designated (uncovered) guest parking spaces generally dispersed throughout the community.

### **Recreation and Open Space**

The Project includes a 0.56-acre open space pedestrian trail for recreation and open space along the northern site boundary.

### **Walls and Lighting**

The Project would include security lighting in the common area and perimeter landscaping along the public streets, streets lights and pedestrian/security lighting in public spaces that does not create glare onto adjoining private property, pursuant to Section 9.10.110 of the City's Municipal Code.

The Project includes decorative masonry walls up to 6 feet tall along the perimeter of the subdivision. Additionally, decorative walls up to 3 feet tall and open fencing up to 6 feet tall will be used at project entries and around water quality retention basins.

### **Landscaping**

The Project would install new drought tolerant low water use ornamental landscaping throughout the site. The landscaping irrigation would be installed pursuant to CalGreen water regulations (AB 1881).

### **Infrastructure Improvements**

The proposed development would install new infrastructure and connect to the existing water, sewer, and new drainage infrastructure for the subdivision. Gas and water infrastructure would connect to existing lines in Brodiaea Avenue.

#### *Gas:*

The Project would connect to the existing gas line along and underneath Brodiaea Avenue. Gas utilities would be provided by the Southern California Gas company.

#### *Water:*

The Project would extend domestic water infrastructure and install an onsite water system that would connect to the existing water lines in Brodiaea-Avenue and loop onto Oliver Street. Two water quality basins are proposed at the southwestern and southeastern corners of the site



#### *Sewer:*

The Project would install a new sewer line that would connect to an existing 8-inch sewer line to connect to existing infrastructure from Oliver Street and follow the access streets within the neighborhood to provide access to all units.

#### *Stormwater Drainage:*

The Project would install catch basins on all public and private streets to collect stormwater runoff and direct flows to various on-site and off-site proposed bioretention basins proposed as part of this subdivision and Tentative Tract Map 39236 on the west side of Oliver Street.

### **General Plan and Zoning**

The Project includes a General Plan Amendment and Zone Change from R5 Residential to Residential Single-Family 10 District (RS10). As discussed in the Municipal Code, the primary purpose of the RS district is to provide residential development on small single-family lots with amenities not generally found in suburban subdivisions. The district is intended for subdivisions at a maximum allowable density of ten (10) dwelling units per net acre. In addition, the Project would include a Conditional Use Permit (CUP) for a Planned Unit Development (PUD) to allow for flexibility in the design.

### **Construction and Phasing**

Construction is expected to occur over 14 months. Construction activities for the Project would occur over one phase and include site preparation, grading, building construction, paving, and architectural coatings. Earthwork is expected to be balanced onsite.

Pursuant to Sub-Section 8.14.040-E of the Moreno Valley Municipal Code, construction activities would be limited to between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturday, unless written approval is obtained from the City Building Official or City Engineer.

### **Discretionary Approvals, Permits, and Studies**

The following discretionary approval, permits, and studies are anticipated to be necessary for implementation of the Project:

#### **City of Moreno Valley**

- Adoption of this Mitigated Negative Declaration
- Conditional Use Permit for Planned Unit Development Approval
- Approval of TTM
- Approval of Zone Change
- Approval of General Plan Amendment
- Approvals and permits necessary to execute the Project, including but not limited to, demolition permit, grading permit, building permit, etc.

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

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

The City sent notices regarding the project to the following Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity.

Because the Project involves a General Plan Amendment, the Project is also subject to Section 65352.3 of the CA Government Code (SB 18 Review) which requires local planning agencies to provide opportunities for involvement of California Native American tribes on the contact list maintained by the Native American Heritage Commission. The listed Tribes have up to 90 days to request consultation, unless a shorter time frame is agreed to by that Tribe. Accordingly, the City sent notices on February 11, 2022 regarding the Project to the following California Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity:

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Desert Cahuilla Indians
- Los Coyotes Band of Cahuilla Mission Indians
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- San Manuel Band of Mission Indians
- Santa Rosa Band of Mission Indians
- Serrano Nation of Mission Indians
- Soboba Band of Luiseño Indians

The Rincon Band of Luiseño Indians requested consultation regarding the proposed Project pursuant to Assembly Bill 52 (AB 52). During consultation, the Rincon Band of Luiseño Indians requested inclusion of mitigation, including tribal monitoring, due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. Consultation between Rincon Band of Luiseño Indians and the City concluded on May 16, 2022. Additionally, the San Manuel Band of Mission Indians submitted correspondence on March 7, 2022 indicating that the Project site is located within Serrano ancestral territory. Therefore, several measures were provided to the City to be included into the Initial Study document. However, due to the nature and location of the Project site, further formal consultation was not requested by the San Manuel Band of Mission Indians. These mitigation measures are incorporated in this Initial Study under Section XVIII, Tribal Cultural Resources.

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

The following approvals would be required for the Project from outside public agencies:

- From the Santa Ana Regional Water Quality Control Board (RWQCB), the following permits would be required

- National Pollutant Discharge Elimination System (NPDES) Permit
- Waste discharge requirements (WDR)
- Approval of a Multiple Species Habitat Conservation Plan (MSHCP) Determination of Biologically Equivalent or Superior Preservation (DBESP) would be required from the Riverside Conservation Authority (RCA)

A 1602 Streambed Alteration Agreement would be required from the California Department of Fish and Wildlife (CDFW)

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

- Appendix A. Air Quality, Greenhouse Gas, and Energy Analysis
- Appendix B. Biological Resources Assessment
- Appendix C. Cultural Resources Assessment
- Appendix D. Geotechnical and Infiltration Investigation
- Appendix E. Paleontological Resources Assessment
- Appendix F. Phase I Environmental Assessment
- Appendix G. Preliminary WQMP
- Appendix H. Hydrology Report
- Appendix I. Noise Impact Analysis
- Appendix J. Traffic Scoping Agreement and VMT Memo

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Figure 1 Regional Location

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Figure 2: Local Vicinity

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Figure 3: Aerial View

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Figure 4: Conceptual Site Plan

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Figure 5: Conceptual Elevations

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## 17. Acronyms:

ADA -	American with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
HCM	Highway Capacity Manual
HOA -	Home Owners' Association
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
LOS -	Level of Service
LST -	Localized Significance Threshold
MARB -	March Air Reserve Base
MARB/IPA-	March Air Reserve Base/Inland Port Airport
MSHCP -	Multiple Species Habitat Conservation Plan
MVFP -	Moreno Valley Fire Department
MVPD -	Moreno Valley Police Department
MVUSD -	Moreno Valley Unified School District
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RCWMD -	Riverside County Waste Management District
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
SAWPA -	Santa Ana Watershed Project Authority
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey

VMT - Vehicle Miles Traveled  
VVUSD - Valley Verde Unified School District  
WQMP - Water Quality Management Plan  
WRCOG - Western Riverside Council of Government



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

On the basis of this initial evaluation:

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

  
 \_\_\_\_\_  
 Signature  
 Luis Lopez, Contract Planner  
 \_\_\_\_\_  
 Printed Name

9/30/2022  
 \_\_\_\_\_  
 Date  
 City of Moreno Valley  
 \_\_\_\_\_  
 For

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in <a href="#">Public Resources Code §21099</a> – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – <b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant.</b> The City of Moreno Valley is relatively flat and surrounded by hills and mountains including the Box Springs Mountains, and Reche Canyon to the north, Badlands to the east, and Bernasconi Hills to the south. Map OSRC-3 of the City’s General Plan shows that view corridors within the City of Moreno Valley include views of the Box Springs Mountain to the north, Moreno Peak, and Bernasconi Hills to the south.</p> <p>The Project site is vacant, yet disturbed land that is covered in various grasses and contains scattered ornamental trees. Chain-link fencing surrounds the Project site. The Project is not within a view corridor. Views within the Project area include Pettit Hill available to pedestrians and motorists along Oliver Street and the Bernasoni Hills along Brodiaea Avenue. The Project would be setback from Oliver Street and Brodiaea Avenue and would not encroach on public views of the surrounding hills.</p> <p>The Project would result in the development of 67 single-family residences. The Project would include a 0.56-acre open space pedestrian trail, internal streets, two water quality basins, and landscaping. The Project would not alter any existing views of the surrounding hillsides or mountains. In addition, the Project would not alter any hillsides or existing scenic vistas within the City. Thus, impacts would be less than significant.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b>  <b>No Impact.</b> The Project site is vacant, yet disturbed land covered in various grasses and scattered ornamental trees. The Project site is not located near a State scenic highway The closest designated State scenic highway is State Route 243, traveling from Mountain Center to Banning, which is approximately 16.5 miles east of the Project site. The nearest eligible scenic highway is State Route 38, travelling from Redlands to Mentone, approximately 10.3 miles north of the Project site. Therefore, due to the distance of the Project site from either a designated or eligible state scenic highway, the Project would not damage scenic resources within a state scenic highway and there would be no impacts.</p>				
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant.</b> The following regulatory standards are applicable to development of the Project site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:</p> <p><b>City of Moreno Valley Municipal Code</b>  The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the Project.</p>				

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

- **Light and glare (9.10.110).** Section 9.10.110 provides lighting standards for all zoning districts. The section requires that all lighting be designed to project downward and shall not create glare on adjacent properties.
- **Landscape and Irrigation Design Standards (9.17.030).** Section 9.17.030 provides landscape design standards and requires the use of drought tolerant plants, while ensuring an aesthetically pleasing landscape.

**Analysis**

The Project would change the scenic quality of the site from a vacant, disturbed site to a developed site with 67 single-family units, internal streets, two water quality basins, a 0.56-acre open space pedestrian trail, and landscaping. The single-family residences would not exceed 25 feet in height.

The Project site is within an urbanized area that is mostly developed with single-family residences, commercial areas, schools, and churches. There is vacant land to the west of the site, a church is directly north, and single-family residences are to the south.

The Project would be consistent with applicable Municipal Code standards for the RS10 zoning district with the approval of a CUP for a PUD, as demonstrated below in Table AES-1.

**Table AES-1: Residential Development Standards**

Municipal Code Standard		Project Consistency
Maximum Density – Dwelling Units per Acre (DU/Acre)	10	<b>Consistent.</b> The Project has a density of 11.08 DU/ net acre. However, the Project includes a CUP for a PUD which would allow for flexibility in the density.
Minimum Lot Size (SF net area)	4,500	<b>Consistent.</b> The lot sizes for the Project would consist of 3600 SF lots. However, a PUD will allow flexibility and be reviewed by the City for the Project.
Minimum lot width, in feet	45 ft	<b>Consistent.</b> The Project’s minimum lot width is 40 feet. However, a PUD will be reviewed by the City to allow for flexibility.
Cul-de-sac/knuckle lot frontage	45 ft	
Minimum Lot Depth, in feet	85 ft	<b>Consistent.</b> The Project’s minimum lot depth would be 90 feet.
Minimum Front Yard Setback	20 ft	<b>Consistent.</b> The Project would include 18 feet 1 <sup>st</sup> story and 16 feet 2 <sup>nd</sup> story front yard setbacks. However, a PUD would allow flexibility and be reviewed by the City.
Front-facing Garages	10 ft	<b>Consistent.</b> The Project would exceed the 10 ft minimum and include 18 ft front-facing garages.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Buildings Other Than Front-facing Garages	10 ft	<b>Consistent.</b> The Project would include 16 ft setbacks for buildings other than front-facing garages..		
Minimum Side Yard Setback in feet	The interior side setback shall be five feet, except in the case of zero lot line developments with houses placed on an interior side lot line. When a house is placed on an interior side lot line, the other minimum side yard setback shall be ten (10) feet. Where applicable, an easement at least five feet in width shall be provided along the common lot line.	<b>Consistent.</b> The interior side yard would be 4 ft. However, a PUD would be included and reviewed by the City to allow for flexibility.		
Minimum Street Side Yard	10 ft	<b>Consistent.</b> The Project would include 6 ft minimum street side yards. However, a PUD would allow flexibility and be reviewed by the City.		
Minimum Rear Yard Setback, in feet	30 ft	<b>Consistent.</b> The Project would include 10 ft minimum rear yard setbacks. However, a PUD would allow flexibility and be reviewed by the City.		
Maximum Lot Coverage	50%	<b>Consistent.</b> The Project would have a maximum lot coverage of 50%.		
Maximum Building and Structure Height, in feet	Two stories not to exceed 35 feet.	<b>Consistent.</b> The proposed two-story residences would range from 30-35 feet in height.		
Minimum Dwelling Size (sq. ft.)	1000	<b>Consistent.</b> The proposed residences would be 3-5 bedrooms and would exceed the minimum dwelling size.		
Minimum distance between buildings, in feet (including main DUs and accessory structures)	10 ft	<b>Consistent.</b> The proposed Project would have a minimum distance of 9 ft. However, a PUD would allow flexibility and be reviewed by the City.		
Floor Area Ratio a. One-story home b. Multi-story home	a. .50 b. .75	<b>Consistent.</b> The Floor Area Ratio would be consistent with the City standard.		

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As discussed above, in Tables AES-1, the Project would include a CUP for a PUD that would allow flexibility in the design standards. Thus, the Project would not conflict with the regulations regarding aesthetics and scenic quality in the Moreno Valley Municipal Code. The new single-family residences would be setback from the adjacent streets and would not encroach into the existing public long-distance views. Trees and landscaping would be installed pursuant to the City's standard requirements for landscaping. As a result, the Project would not result in the creation of an aesthetically offensive site open to public view. Therefore, while the Project would change the visual character of the site, it would not substantially degrade the existing visual character or quality of its surroundings. Impacts would be less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The Project site is undeveloped and does not contain lighting sources. However, the Project is surrounded by sources of nighttime lighting that include illumination from vehicle headlights, offsite exterior residential lighting, and interior illumination passing through windows of nearby homes. The Project proposes to develop 67 single-family residences on an 8.77 gross acre lot, which would result in a density of 7.63 dwelling units per net acre. The Project is located in a mostly developed area that is zoned for residential development. The Project would include installation of new lighting sources including security lighting, exterior residential lighting, and interior lighting. In addition, the Project would result in additional vehicular trips after sunset, which would increase lighting in the street corridor and may intermittently add lighting to existing residences. However, the lighting from vehicle headlights is focused on a downward trajectory and would be intermittent and for a short period of time; therefore, impacts related to vehicle headlights would be less than significant.

Implementation of existing regulatory requirements per the City's Municipal Code Section 9.10.110 (Light and Glare), including regulations for outdoor lighting, would occur during the City's permitting process and would ensure that impacts related to light and glare are less than significant. The Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urban environment.

However, during Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact would be reduced to a less than significant level through the City's standard project review and approval process. As such, impacts related to light and glare would be less than significant.

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

None.

**Project Design Features (PDFs)**

None.

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

None.

**Sources:**

1. City of Moreno Valley General Plan 2040, adopted June 15, 2021
  - Chapter 10 – Open Space & Resource Conservation
  - Scenic Resources and Cultural Heritage
    - Map OSRC-3: Scenic Resources and Ridgelines
2. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan certified May 27, 2021
  - Section 4.1 – Aesthetics
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.10.110 – Light and Glare of the Moreno Valley Municipal Code.
  - Chapter 9.16 – Design Guidelines
  - Section 9.17.030 G – Heritage Trees
4. California State Scenic Highway System Map, California Department of Transportation. Accessed from: <https://www.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983>

**II. AGRICULTURE AND FOREST RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

**Would the project:**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant Impact.** The California Department of Conservation Farmland Mapping and Monitoring Program identifies the site as Farmland of Local Importance. The site is not identified as Prime, Unique, or Farmland of Statewide Importance (CDC 2021). According to the City’s General Plan, Farmland of Local importance includes lands producing major crops for Riverside County that are not listed as unique crops, lands planted for dryland crops, and/or taken out of production for development. Therefore, conversion of such farmland designations would not occur from implementation of the Project. Thus, impacts would be less than significant.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** The Project site is currently zoned Residential up to 5 units per dwelling acre (R5), which does not provide for agricultural uses. The Project site includes a zone change to Residential Single-Family 10 District (RS10) which would not provide for agricultural uses), The Project site does not include existing agricultural uses In addition, the site is not subject to a



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Williamson Act contract. Thus, the Project would not result in impacts related to conflict with an existing agricultural zone or Williamson contract, and impacts would not occur.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in <a href="#">Public Resources Code section 12220(g)</a> ), timberland (as defined by <a href="#">Public Resources Code section 4526</a> ), or timberland zoned Timberland Production (as defined by <a href="#">Government Code section 51104(g)</a> )?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b>  <b>No Impact.</b> The Project site currently consists of vacant and disturbed land that is sparsely vegetated with trees and grasses. No forest land exists on or adjacent to the project site, as the surrounding area is either almost entirely vacant and disturbed land, developed with a church, or residential neighborhoods. The Project site is currently zoned Residential up to 5 units per dwelling acre (R5), which does not provide for forest land or timberland uses. Thus, the Project would not result in impacts related to a conflict with existing forest land or timberland zoning, and impacts would not occur.</p>				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b>  <b>No Impact.</b> No forest land exists on or adjacent to the Project site. The surrounding area is either almost entirely vacant and disturbed land, a church, or residential neighborhoods. The Project site is currently zoned Residential up to 5 units per dwelling acre (R5), which does not provide for forest uses. Thus, the Project would not result in impacts related to a conflict with existing forest land, and impacts would not occur.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b>  <b>No Impact.</b> As described above, the Project site is a vacant disturbed site with sparse trees and grasses. No forest land or agricultural uses exist on or adjacent to the Project site. Therefore, implementation of the Project would not involve other changes in the existing environment which would result in the conversion of farmland to a non-agricultural use or the conversion of forest land to a non-forest use. Therefore, no impacts would occur.</p>				
<p><b>Plans, Programs, or Policies (PPPs)</b></p> <p>None.</p> <p><b>Project Design Features</b></p> <p>None.</p> <p><b>Mitigation Measures</b></p> <p>None.</p> <p><b>Sources:</b></p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. City of Moreno Valley General Plan 2040, adopted June 15, 2021
2. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan certified May 27, 2021
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
4. California Important Farmland Finder. California Department of Conservation. Accessed from: <https://maps.conservation.ca.gov/DLRP/CIFF/>

**III. AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The Project site is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The current Air Quality Management Plan (AQMP) is the 2016 AQMP, adopted in March 2017. Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD’s CEQA Air Quality Handbook (1993). An Air Quality, Energy, and Greenhouse Gas Impact Analysis, dated August 2021, was prepared for the Project. The AQIA determined that the Project would be consistent with the AQMP because it would not result in or cause California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) violations. Additionally, as substantiated by the Air Quality, Energy, and Greenhouse Gas Impact Analysis (Appendix A herein), construction of the single-family residences would not exceed the applicable SCAQMD regional or local thresholds. The Project would include a general plan amendment and zone change to change the land use designation from R5 which allows for 44 residences to R10 and zone change to Residential Single-Family 10 District (RS10) which exceeds the proposed 67 residences and allows for a maximum of 88 residences. The limited level of growth and intensification in an area designated for single-family residential would not exceed Southern California Association of Governments (SCAG) growth projections. Thus, impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The South Coast Air Basin (SCAB), where the Project is located and which is under SCAQMD jurisdiction, is in a non-attainment status for federal and state ozone standards and state and federal particulate matter standards. Any development in the Basin, including the Project, could cumulatively contribute to these pollutant violations. Evaluation of cumulative air quality impacts of the Project has been completed pursuant to SCAQMD’s cumulative air quality impact methodology, SCAQMD states that if an individual project results in air emissions of criteria pollutants (ROG, CO, NOx, SOx, PM<sub>10</sub>, and PM<sub>2.5</sub>) that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of the criteria pollutant(s) for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating Project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are shown in Table AQ-1.

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

	<b>Pollutant Emissions (pounds/day)</b>						
	<b>VOC</b>	<b>NOx</b>	<b>CO</b>	<b>SOx</b>	<b>PM10</b>	<b>PM2.5</b>	<b>Lead</b>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>				Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Construction</b>	75	100	550	150	150	55	3
<b>Operation</b>	55	55	550	150	150	55	3

Source: Air Quality, GHG, Energy Report (Appendix A)

### **Construction**

Construction activities associated with the Project would generate pollutant emissions from the following: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coating. The amount of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

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

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

**Table AQ-2: Project Construction Emissions and Regional Thresholds**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Site Preparation (Year 2022)<sup>1</sup></b>						
Onsite <sup>2</sup>	3.17	33.08	19.70	0.04	9.28	5.42
Offsite <sup>3</sup>	0.08	0.32	0.81	<0.00	0.24	0.07
<b>Total</b>	<b>3.25</b>	<b>33.40</b>	<b>20.50</b>	<b>0.04</b>	<b>9.52</b>	<b>5.49</b>
<b>Grading (Year 2022)<sup>1</sup></b>						
Onsite <sup>2</sup>	1.95	20.86	15.27	0.03	3.70	2.20
Offsite <sup>3</sup>	0.07	0.31	0.69	<0.00	0.21	0.06
<b>Total</b>	<b>2.02</b>	<b>21.16</b>	<b>15.96</b>	<b>0.03</b>	<b>3.91</b>	<b>2.26</b>
<b>Building Construction (Year 2022)</b>						
Onsite	1.71	15.62	16.36	0.03	0.81	0.76
Offsite	0.40	1.71	4.03	0.02	1.23	0.35
<b>Total</b>	<b>2.11</b>	<b>17.32</b>	<b>20.40</b>	<b>0.04</b>	<b>2.04</b>	<b>1.11</b>
<b>Combined Year 2023 Building Construction, Paving, and Architectural Coatings</b>						
Onsite	46.51	25.88	32.64	0.05	1.28	1.20
Offsite	0.48	1.43	4.92	0.02	1.59	0.44
<b>Total</b>	<b>46.99</b>	<b>27.31</b>	<b>37.56</b>	<b>0.07</b>	<b>2.87</b>	<b>1.63</b>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>Maximum Daily Construction Emissions</b>	<b>46.99</b>	<b>33.40</b>	<b>37.56</b>	<b>0.07</b>	<b>9.52</b>	<b>5.49</b>
<b>SCQAMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No

Notes:

<sup>1</sup> Site Preparation and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

<sup>2</sup> Onsite emissions from equipment not operated on public roads.

<sup>3</sup> Offsite emissions from vehicles operating on public roads.

Source: Vista Environmental, 2021 (Appendix A)

### Operation

Implementation Project would result in a long-term increase in air quality emissions from ongoing operation. This increase would be due to emissions from the Project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the Project. Operational emissions associated with the Project were modeled using CalEEMod and are presented in Table AQ-3. Project Design Features AQ-1 through AQ-3, as described below, were included in the modeling and would be implemented as part of the Project design, consistent with the requirements of the Moreno Valley 2021 Climate Action Plan. As shown, the Project would result in long-term regional emissions of criteria pollutants, however, these emissions would be below the SCAQMD's applicable thresholds. Therefore, the Project's operational emissions would not exceed the NAAQS and CAAQS, would not result in a cumulatively considerable net increase of any criteria pollutant, and impacts would be less than significant.

**Table AQ-3: Operational Regional Criteria Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources <sup>1</sup>	3.08	0.06	5.53	<0.00	0.31	0.31
Energy Usage <sup>2</sup>	0.05	0.45	0.19	<0.00	0.04	0.04
Mobile Sources <sup>3</sup>	1.81	2.28	15.91	0.04	3.62	0.98
<b>Total Emissions</b>	<b>4.94</b>	<b>2.79</b>	<b>21.63</b>	<b>0.04</b>	<b>3.96</b>	<b>1.33</b>
<b>SCQAMD Operational Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No

Notes:

<sup>1</sup> Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

<sup>2</sup> Energy usage consist of emissions from natural gas usage.

<sup>3</sup> Mobile sources consist of emissions from vehicles and road dust.

Source: Vista Environmental, 2021 (Appendix A)

c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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### Response:

**Less than Significant.** The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> construction-related impacts to sensitive receptors in the immediate vicinity of the Project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the Project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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NOx, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> pollutants for each of the 38 source receptor areas (SRAs) in the Basin. The City of Moreno Valley is located within SRA 24, Perris Valley.

Sensitive receptors can include residences, schools, playgrounds, childcare centers, athletic facilities. For the purpose of LST analysis, the nearest sensitive receptor is the church located approximately 65 feet north of the Project site. The LST Methodology explicitly states that “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors located at 25 meters.” As the existing church is located less than 25 meters from the Project site, the 25-meter receptor distance is used for evaluation of localized impacts.

**Construction**

Construction of the Project may expose nearby residential sensitive receptors to airborne particulates as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following SCAQMD’s standard construction practices Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. As shown in Table AQ-4, Project construction-source emissions would not exceed SCAQMD LSTs and impacts would be less than significant.

**Table AQ-4: Construction-Related Local Criteria Pollutant Emissions**

Construction Phase	Pollutant Emissions (pounds/day) <sup>1</sup>			
	NOx	CO	PM10	PM2.5
Site Preparation <sup>2</sup>	33.12	19.80	9.31	5.43
Grading <sup>2</sup>	20.89	15.36	3.73	2.21
Building Construction (Year 2022)	15.83	16.87	0.96	0.80
Combined Building Construction (Year 2023), Paving and Architectural Coatings	27.33	33.41	1.59	1.36
<b>Maximum Daily Construction Emissions</b>	<b>33.12</b>	<b>33.41</b>	<b>9.31</b>	<b>5.43</b>
<b>SCAQMD Local Construction Thresholds<sup>3</sup></b>	<b>270</b>	<b>1,577</b>	<b>13</b>	<b>8</b>
Exceeds Threshold?	No	No	No	No

Notes:

<sup>1</sup> The Pollutant Emissions include 100% of the On-Site emissions (off-road equipment and fugitive dust) and 1/8 of the Off-Site emissions (on road trucks and worker vehicles), in order to account for the on-road emissions that occur within a ¼ mile of the project site.

<sup>2</sup> Site Preparation and Grading phases based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.

<sup>3</sup> The nearest offsite sensitive receptor to the project site is a church located 65 feet (20 meters) north of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold. Source: Vista Environmental, 2021 (Appendix A)

**Operation**

Operation of the Project would include emissions from vehicles traveling to the Project site. As demonstrated in Table AQ-5, emissions would not exceed SCAQMD LSTs for operations, and impacts would be less than significant.

**Table AQ-5: Operations-Related Local Criteria Pollutant Emissions**

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Area Sources	0.06	5.53	0.31	0.31
Energy Usage	0.45	0.19	0.04	0.04
Mobile Sources <sup>1</sup>	0.06	0.40	0.09	0.02
<b>Total Emissions</b>	<b>0.57</b>	<b>6.11</b>	<b>0.43</b>	<b>0.37</b>
<b>SCAQMD Local Operational Thresholds<sup>2</sup></b>	<b>270</b>	<b>1,577</b>	<b>4</b>	<b>2</b>
Exceeds Threshold?	No	No	No	No
<p>Notes:</p> <p><sup>1</sup> Mobile sources based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the project site.</p> <p><sup>2</sup> The nearest sensitive receptor to the project site is a church located 65 feet (20 meters) north of the project site. According to SCAQMD methodology, all receptors closer than 25 meters are based on the 25-meter threshold.</p> <p>Source: Vista Environmental, 2021 (Appendix A)</p>				
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant.</b> The Project does not contain 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. During operations, potential odor sources include odors from trash storage areas.</p> <p>Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Standard construction requirements that limit the time of day when construction may occur, as well as SCAQMD Rule 1108 that limits VOC content in asphalt and Rule 1113 that limits the VOC content in paints and solvents, would minimize odor impacts from construction. As such, the objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project site's boundaries. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with SCAQMD's Rule 402 and City trash storage regulations, no significant impact related to odors would occur during the on-going operations of the Project. Therefore, odor impacts associated with the Project's construction and operations would less than significant.</p>				
<p><b>Plans, Programs, or Policies (PPPs)</b></p> <p><b>PPP AQ-1: Rule 403.</b> All applicable measures included in Rule 403, shall be incorporated into Project plans and specifications as implementation of Rule 403, which include but are not limited to (1):</p> <ul style="list-style-type: none"> <li>• All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.</li> <li>• The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 miles per hour or less.</li> <li>• The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are 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.</li> </ul>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**PPP AQ-2 Rule 1108.** All asphalt used during construction and operation shall comply with Rules 1108 and 1108.1:

- VOC contents of asphalt shall be limited and regulated during construction and any on-going maintenance.

**PPP AQ-2: Rule 1113.** The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (2):

- Only “Low-Volatile Organic Compounds (VOC)” paints (no more than 50 gram/liter of VOC) consistent with SCAQMD Rule 1113 shall be used.

**Project Design Features (PDFs)**

**PDF AQ-1:** The Project applicant shall prepare a trip reduction program that will include preparing a packet that details nearby bus stops and bus routes, bike routes, and walkways, which shall be provided to everyone that purchases a home in this development.

**PDF AQ-2:** Prior to start of construction activities for the proposed Project, the Project applicant shall install clear signage on the project site that reminds construction workers to limit idling.

**PDF AQ-3:** The Project applicant shall also encourage construction workers to use alternative powered vehicles and equipment

**PDF AQ-4:** The Project applicant shall install interior real-time energy smart meters into the proposed homes that are in line with Moreno Valley Utilities efforts.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 4 – Circulation Element
  - Chapter 6 – Safety Element
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021
  - Section 4.3 – Air Quality
  - Appendix B – Air Quality Output
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.10.050 – Air Quality of the Moreno Valley Municipal Code
  - Section 9.10.150 – Odors of the Moreno Valley Municipal Code
  - Section 9.10.170 – Vibration of the Moreno Valley Municipal Code
4. Moreno Valley Municipal Code Section 12.50.040 – Limitations on Engine Idling
5. Air Quality, Energy, and Greenhouse Gas Impact Analysis, Vista Environmental, October 2021, Appendix A.

**IV. BIOLOGICAL RESOURCES – Would the project:**

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Department of Fish and Game or U.S. Fish and Wildlife Service?				

**Response:**

**Less than Significant with Mitigation.** A Biological Resources Assessment was prepared for the Project, which included a field survey conducted on July 30, 2021 (Appendix B to this IS/MND). The Biological Resources Assessment describes that the Project site consists of vacant, disturbed lands with evidence of frequent tilling for weed management. The site consists of ruderal habitat dominated by non-native vegetation with sparse patches of willow scrub habitat. A non-continuous ephemeral stream was found onsite that generally flows north to southeast across the northeast corner of the site. According to the California Natural Diversity Database (CNDDDB), a total of 55 sensitive species of plants and 63 sensitive species of animals have the potential to occur on or within the vicinity of the Project area. These include those species listed or candidates for listing by the U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS). All habitats with the potential to be used by sensitive species were evaluated during the field survey for their presence or potential presence.

*Sensitive Plant Species*

A total of 18 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species; are required to be reviewed under the Narrow Endemic Plant section of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP); are 1B.1 listed plants on the CNPS Rare Plant Inventory; or have been found to have a potential to exist within the Project region. Table Bio-1 shows survey results for listed and potential plant species and demonstrates that no sensitive plant species are present at the Project site.

**Table Bio-1: Potentially Occurring Plant Species**

<b>Plant Species</b>	<b>Presence</b>
Chaparral Sand-Verbena	Not Present
Munz’s Onion	Not Present
Marsh Sandwort	Not Present
Horn’s Milk-Vetch	Not Present
Jaeger’s Milk-Vetch	Not Present
San Jacinto Valley Crownscale	Not Present
Parish’s Brittle scale	Not Present
Nevin’s Barberry	Not Present
Thread-Leaved Brodiaea	Not Present
Smooth Tarplant	Not Present
Salt Marsh Bird’s-Beak	Not Present
Parry’s Spineflower	Not Present
Slender-horned Spineflower	Not Present
Santa Ana River Woollystar	Not Present
Mesa Horkelia	Not Present
Coulter’s Goldfields	Not Present
Gambel’s Water Cress	Not Present
Spreading Navarretia	Not Present

*Sensitive Animal Species*

Based on the CNDDDB, a total of 18 animal species that are listed as state or federally Threatened, Endangered, or Candidate have the potential to occur within the Project region.



<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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However, Table Bio-2 shows survey results for listed and potential animal species, which demonstrates that no sensitive species are present at the Project site.

**Table Bio-2: Potentially Occurring Animal Species**

<b>Animal Species</b>	<b>Presence</b>
Tricolored Blackbird	Not Present
Burrowing Owl	No suitable habitat; species not present
Crotch Bumble Bee	Not Present
Swainson's Hawk	Not Present
Santa Ana Sucker	Not Present
Western Yellow-Billed Cuckoo	Not Present
San Bernardino Kangaroo Rat	Not Present
Stephen's Kangaroo Rat	Not Present
Southwestern Willow Flycatcher	Not Present
Quino Checkerspot Butterfly	Not Present
Bald Eagle	Not Present
California Black Rail	Not Present
Steelhead-southern California DPS	Not Present
Coastal California Gnatcatcher	Not Present
Southern Mountain Yellow-legged Frog	Not Present
Delhi Sands Flower-loving Fly	Not present
Riverside Fairy Shrimp	Not Present
Least Bell's Vireo	Not Present

Source: Biological Resources Assessment, Appendix B

The Biological Resources Assessment determined that the Project site does not provide suitable habitat for any special-status plant or wildlife species due to the disturbed status of the site.

The existing trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed during construction. Therefore, the Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. However, implementation of mitigation measure MM BIO-1 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>				
<p><b>Response:</b></p> <p><b>Less than Significant with Mitigation.</b> Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors.</p> <p>As described above, the Project site consists of vacant, disturbed lands with evidence of frequent tilling for weed management. The site consists of ruderal habitat dominated by non-native vegetation with sparse patches of willow scrub habitat. However, the Project site contains approximately 0.086 acre of willow scrub habitat and 0.29 acre of ephemeral stream that would be considered riparian/riverine areas as defined in Section 6.1.2 of the Western Riverside County MSHCP. While the onsite ephemeral drainage feature and associated willow scrub riparian habitat meet the definition of a riparian/riverine area according to the MSHCP, the drainage and sparse patches of willow scrub habitat do not support suitable riparian habitat with the potential to support riparian/riverine bird species and none of the bird species were found onsite.</p> <p>As the Project would result in impacts to approximately 0.346 acre of riparian/riverine resources, including 0.086 acre of willow scrub habitat and 0.29 acre of ephemeral stream, offsite mitigation would be provided at a 2:1 ratio, as required by MM BIO-2. In addition, a MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) will be prepared for impacts to 0.346 acre of riverine resources. Thus, with implementation of MM BIO-2, impacts would be less than significant.</p>				
<p>c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p><b>No Impact.</b> As discussed in the Biological Assessment (Appendix B), no vernal pools, swales, or vernal pool mimics were found on site. In addition, the site does not contain areas that show signs of ponding water, hydrophytic vegetation, or soils typical of vernal pools that would be suitable for large branchiopods. The Project site does not contain wetlands as defined by the 1987 Corps of Engineers Wetland Delineation Manual. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur with development of the Project site. As such, no impacts would occur.</p>				
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p><b>Less than Significant with Mitigation.</b> The Project site does not contain any wildlife movement corridors. In addition, the Project site is surrounded by chain-link fencing and adjacent to vacant lots and developed areas in a predominantly urbanized area. Therefore, no impact to wildlife corridors would occur.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact				
<p>The existing trees on the site have the potential to provide habitat for nesting migratory birds. Many of these trees would be removed during construction. Therefore, the Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the MBTA (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA, could result in a potentially significant impact if requirements of the MBTA are not followed. Implementation of mitigation measure MM BIO-1 would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of construction during nesting season, which would reduce potential impacts related to nesting avian species and native wildlife nursery sites to a less than significant level.</p>								
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<p><b>Response:</b>  <b>Less than Significant with Mitigation.</b> The Project would be required to pay applicable MSHCP fees pursuant to Moreno Valley Municipal Code Chapter 3.48. The Project would pay fees pursuant to Chapter 3.48 of the Municipal Code, which would be ensured through the City development review and building plan check process. Additionally, the Project would be required to comply with the City’s tree preservation ordinance, included under Chapter 9.17, Landscape and Water Efficiency Requirements, which requires projects “necessitating the removal of existing trees with 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.” An arborist will be retained to identify which trees subject to replacement. Trees were evaluated onsite as included in Appendix K. Trees would be replaced in accordance with City standards established under Chapter 9.17 (MM BIO-4). As such, the proposed Project would not conflict with any local policies protecting biological resources, including trees, and impacts would be less than significant.</p>								
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
<p><b>Response:</b>  <b>Less than Significant with Mitigation.</b> The Project area is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). The Project site is not located within a Criteria Cell or Cell Group. Table Bio-3, below, demonstrates Project consistency with the requirements of the MSHCP.</p>								
<p><b>Table Bio-3: MSHCP Consistency Analysis</b></p>								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="201 1612 824 1675" style="width: 50%;">MSHCP Requirement</th> <th data-bbox="824 1612 1409 1675" style="width: 50%;">Project Consistency</th> </tr> </thead> <tbody> <tr> <td data-bbox="201 1675 824 1955"> <p><i>Section 6.1.2 Species Associated with Riparian/Riverine Habitat and Vernal Pools</i></p> </td> <td data-bbox="824 1675 1409 1955"> <p><b>Consistent.</b> The Project contains approximately 0.346 acre of areas that would be considered riparian-riverine areas, as defined in Section 6.1.2 of the Western Riverside County MSHCP. However, the drainage and sparse patches of willow scrub habitat do not support suitable riparian habitat with the potential to support riparian/riverine bird species. In addition, none of the</p> </td> </tr> </tbody> </table>					MSHCP Requirement	Project Consistency	<p><i>Section 6.1.2 Species Associated with Riparian/Riverine Habitat and Vernal Pools</i></p>	<p><b>Consistent.</b> The Project contains approximately 0.346 acre of areas that would be considered riparian-riverine areas, as defined in Section 6.1.2 of the Western Riverside County MSHCP. However, the drainage and sparse patches of willow scrub habitat do not support suitable riparian habitat with the potential to support riparian/riverine bird species. In addition, none of the</p>
MSHCP Requirement	Project Consistency							
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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
		riparian/riverine species listed in Section 6.1.2 of the MSHCP were found within the Project site. A MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) would be prepared for impacts to 0.346 acre of riverine resources. No vernal pools, swales, or vernal pool mimics such as ditches, borrow pits, cattle troughs, or cement culverts with signs of pooling water were found on the site. In addition, the site does not contain areas that showed signs of ponding water, hydrophytic vegetation, or soils typical of vernal pools that would be suitable for large branchiopods		
<i>Section 6.1.3 Sensitive Plant Species</i>		The Project site is not located within the Western Riverside County MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) pursuant to Section 6.1.3 of the MSHCP. Therefore, the NEPSSA requirements are not applicable to the Project.		
<i>Section 6.1.4 Urban/Wildlands Interface Guidelines</i>		The Project site is not located within or adjacent to a Western Riverside County MSHCP Conservation Area; therefore, the Project site is not required to address Section 6.1.4 of the Western Riverside County MSHCP.		
<i>Section 6.3.2 Additional Surveys and Procedures</i>		The Project site is not located within the Western Riverside County MSHCP Additional survey areas for amphibians, mammals, or any special linkage areas. In addition, the Project site is not located within the Western Riverside County MSHCP Criteria Area Plant Species Survey Area (CAPSSA) pursuant to Section 6.3.2 of the Western Riverside County MSHCP.		

Source: Biological Resources Assessment, Appendix B.

As shown in the preceding table, the Project would be consistent with the MSHCP, and therefore, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Impacts would be less than significant with implementation of MM BIO-1 through MM BIO-3.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

**MM BIO-1: Nesting Bird Survey.** Prior to ground disturbances and construction activities, including vegetation removal, the Project Applicant shall ensure that impacts to nesting bird

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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species at the Project site are avoided through the implementation of pre-construction surveys, ongoing monitoring, and if necessary, establishment of minimization measures. The Project Application shall adhere to the following:

1. Applicant shall designate a biologist (Designated Biologist) experienced in : identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.
2. A pre-activity field survey shall be conducted by the Designated Biologist prior to the issuance of grading permits for, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. Surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If a nest is suspected, but not confirmed, the Designated Biologist shall establish a disturbance-free buffer until additional surveys can be completed, or until the location can be inferred based on observations. If a nest is observed, but thought to be inactive, the Designated Biologist shall monitor the nest for one hour (four hours for raptors during the non-breeding season) prior to approaching the nest to determine status. The Designated Biologist shall use their best professional judgement regarding the monitoring period and whether approaching the nest is appropriate.
3. If active nests are found during nesting bird surveys, the Designated Biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Designated Biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Designated Biologist determines that such Project activities may be causing an adverse reaction, the Designated Biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite Designated Biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found.

**MM BIO-2: State Drainages.** A 1602 Streambed Alteration Agreement shall be obtained from the CDFW for the proposed impacts to 0.346 acres of CDFW jurisdiction.

The proposed 0.29 acres of impacts to waters of the State would require waste discharge requirements (WDR) under Port-Cologne from the Santa Ana RWQCB.

A MSHCP DBESP shall be prepared for impacts to 0.346 acre of riverine resources. In addition, the Project shall purchase offsite mitigation at a 2:1 ratio by purchasing 0.692 acres of re-

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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establishment credits at River Park Mitigation Bank to accommodate the impacts to the 0.15 acres from an agency-approved mitigation bank.

**MM BIO-3: Waters of the United States.** A USACE Nationwide Permit 29 and RWQCB Section 401 Water Quality Certification under the Clean Water Act shall be obtained for the proposed impacts to 0.29 acre of ephemeral stream considered Waters of the U.S.

**MM BIO-4: Tree Replacement.** Trees within the Project site will be surveyed by a qualified arborist prior to construction. Trees removed as part of the Project will be replaced per Chapter 9.17, Landscape and Water Efficiency Requirements, of the City’s Municipal Code, which states that projects necessitating the removal of existing trees with 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

**Sources:**

1. City of Moreno Valley General Plan 2040, adopted June 15, 2021
2. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan certified May 27, 2021
  - Section 4.4 – Biological Resources
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.17.030 G – Heritage Trees
4. Moreno Valley Municipal Code Chapter 8.60 – Threatened and Endangered Species
5. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), <http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/>
6. General Biological Assessment, Hernandez Environmental Services, September 2021, Appendix B.

**V. CULTURAL RESOURCES – Would the project:**

a) Cause a substantial adverse change in the significance of a historical resource pursuant to <a href="#">§15064.5?</a>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the Project’s Lead Agency. Implementation of the Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines, as there are no eligible historical resources on the Project site.

The California Register of Historical Resources defines a “historical resource” as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Project site is currently undeveloped and disturbed. As such, the Project site does not contain any buildings or structures of historic age. Therefore, the Project does not require a Historical Resources Assessment and there would be no impacts to historical resources.</p>				
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to <a href="#">§15064.5</a>?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant with Mitigation.</b> In its existing setting, the Project site is disturbed and consists of vacant land. The Project site is disturbed by development and/or agricultural uses from the past, and previous impacts on the property include multiple structures previously constructed in the southwestern portion of the property as early as 1978 and have since been demolished. The Phase I Cultural Resources prepared for the Project included an archaeological records search that was completed at the University of California, Riverside Eastern Information Center (EIC) (Appendix C). The EIC is the countywide clearinghouse/repository for all archaeological and cultural studies completed within the Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. The records search indicated that 72 cultural resources were previously identified within 1-mile of the Project area, with none of the previously recorded resources occurring onsite. Furthermore, the cultural resource survey conducted on August 10, 2021 did not identify any prehistoric or cultural resources on the Project site. However, there is a limited potential that buried resources may be present on the property that may be exposed during grading. As a result, Mitigation Measure CUL-1 shall be implemented to require archaeological monitoring for the first three feet of ground disturbance. With implementation of Mitigation Measure CUL-1, Project impacts to archaeological resources would be less than significant.</p>				
<p>c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b>  <b>No Impact.</b> The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the Project would result in the disturbance of human remains. In addition, compliance with California Health and Safety Code Section 7050.5, CEQA Guidelines Section 15064.5, and Public Resources Code Section 5097.98, included as PPP CUL-1, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the human remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that impacts to human remains would not occur.</p>				
<p><b>Plans, Programs, or Policies (PPPs)</b></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>PPP CUL-1:</b> Should human remains be discovered during project construction, the project would be required to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance may occur in the vicinity of the body until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine the identity of and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC.</p> <p><b>Project Design Features (PDFs)</b></p> <p>None.</p> <p><b>Mitigation Measures</b></p> <p><b>MM CUL-1: Archaeological Monitoring and Cultural Resources Monitoring Plan (CRMP)</b> An archaeological monitoring program prepared for the Project shall stipulate that a qualified archaeologist shall conduct monitoring during the grading of the first three to five feet of the property. Prior to the granting of a grading permit for the Project, the archaeologist shall prepare a CRMP for review and concurrence by the City. The CRMP should stipulate the local locations and depths for archaeological monitoring, the procedures and protocols for discoveries, and the treatment of any artifacts recovered. Should cultural resources be discovered during earthwork, the CRMP will stipulate that the archaeologist shall have the authority to detour grading away from the discovery until an evaluation can be made.</p> <p>Should the discovery be determined to be significant, the CRMP shall include specific additional mitigation measures, such as data recovery, to mitigate adverse impacts to the discovered resource to a less than significant impact. All cultural resource discoveries will require that the site be registered at the EIC and that the City of Moreno Valley be immediately notified of the discovery and any additional mitigation measures.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. Moreno Valley General Plan, adopted June 15, 2021 <ul style="list-style-type: none"> <li>• Chapter 10– Conservation Element</li> </ul> </li> <li>2. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021 <ul style="list-style-type: none"> <li>• Section 5.10 – Cultural and Tribal Resources</li> <li>• Appendix C – Tribal Letters and Responses</li> </ul> </li> <li>3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code</li> <li>4. Moreno Valley Municipal Code Title 7 – Cultural Preservation</li> <li>5. Cultural Resources Inventory for the City of Moreno Valley, Riverside County, California, prepared by Daniel F. McCarthy, Archaeological Research Unit, University of California, Riverside, October 1987 (<i>This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.</i>)</li> <li>6. Phase I Cultural Resources Assessment, Brian F. Smith and Associates, Inc., August 2021, Appendix C.</li> </ol>				
<b>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
unnecessary consumption of energy resources, during project construction or operation?				

**Response:**

**Less than significant impact.**

**Construction**

During construction, the Project would consume energy in three general forms:

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

Construction activities related to the proposed residential development and the associated infrastructure is not expected to result in demand for fuel greater on a per-development basis than other development projects in Southern California. Table E-1 below details the construction fuel usage over the Project's construction period.

Equipment Type	Equipment Quantity	Horse-power	Load Factor	Operating Hours per Day	Total Operational Hours <sup>1</sup>	Fuel Used (gallons)
<b>Site Preparation</b>						
Rubber Tired Dozers	3	247	0.4	8	240	1,224
Tractors/Loaders/Backhoes	4	97	0.37	8	320	659
<b>Grading</b>						
Excavator	1	158	0.38	8	160	496
Grader	1	187	0.41	8	160	633
Rubber Tired Dozers	1	247	0.4	8	160	816
Tractors/Loaders/Backhoes	3	97	0.37	8	480	989
<b>Building Construction</b>						
Cranes	1	231	0.29	7	1,610	5,568
Forklifts	3	89	0.2	8	5,520	5,639
Generator Sets	1	84	0.74	8	1,840	6,564
Tractors/Loaders/Backhoes	3	97	0.37	7	4,830	9,949
Welders	1	46	0.45	8	1,840	2,186
<b>Paving</b>						
Pavers	2	130	0.42	8	320	902
Paving Equipment	2	132	0.36	8	320	785
Rollers	2	80	0.38	8	320	558
<b>Architectural Coating</b>						
Air Compressor	1	78	0.48	6	120	258
<b>Total Off-Road Equipment Fuel Used during Construction (gallons)</b>						<b>37,226</b>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Notes:  <sup>1</sup> Based on: 10 days for Site Preparation, 20 days for Grading; 230 days for Building Construction; 20 days for Paving; and 20 days for Architectural Coating.  Source: Vista Environmental, 2021 (Appendix A)</p> <p>Construction of the Project would result in fuel consumption from the use of construction tools and equipment, vendor and haul truck trips, and vehicle trips generated from construction workers traveling to and from the site. There are no unusual Project characteristics that would cause the use of construction equipment that would be less energy efficient compared with other similar construction sites in other parts of the State. Therefore, construction-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.</p> <p><b>Operation</b></p> <p>Once operational, the Project would generate demand for energy in the forms of petroleum fuel, electricity, and natural gas. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.</p> <p>The State of California provides a minimum standard for building design and construction standards through Title 24 of the California Code of Regulations (CCR). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The City's administration of the Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation and air conditioning equipment (HVAC); energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced.</p> <p>Once operational, the Project is anticipated to consume 62,913 gallons of fuel per year. In addition, the Project would use 150,507 kilowatt hours (kWh) per year with implementation of Title 24 Part 6 requirements that require the implementation of building energy efficiency standards including the installation of photovoltaic systems on the rooftops of the homes. The Project would use 1,790,840 kilo British Thermal Units (kBTU) of natural gas per year which is equivalent to 1,791 mega-British Thermal units (MBTU) per year of natural gas. Thus, operation of the Project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur.</p> <p>Therefore, construction and operations-related fuel consumption by the Project would not result in inefficient, wasteful, or unnecessary energy use compared with other construction sites in the region, and impacts would be less than significant.</p>				

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing buildings achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. The California Energy Commission is responsible for adopting, implementing and updating building energy efficiency. Local city and county enforcement agencies have the authority to verify compliance with applicable building codes, including energy efficiency. As required by Municipal Code, Chapter 8.20 California Building Code, prior to issuance of a building permit, the Project Applicant shall submit plans showing that the Project would be in compliance with 2019 Title 24 requirements. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the Project would have less than significant impacts related to energy.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

Moreno Valley General Plan, adopted June 15, 2021

- 7. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 10 – Open Space & Conservation Element
- 1. Final Environmental Impact Report City of Moreno Valley General Plan, certified June 15, 2021
- 2. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code

**VII. GEOLOGY AND SOILS – Would the project:**

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to <a href="https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf">https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf</a>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** As stated in the Geotechnical and Infiltration Evaluation conducted by GeoTek, Inc., (see Appendix D, the Project site is not situated within a State designated Alquist-Priolo Earthquake Fault Zone. The Project site does not contain and is not in the vicinity of an earthquake fault and is not affected by a state-designated Alquist-Priolo Earthquake Fault Zone. The closest active fault is the San Jacinto Fault located approximately 3.75 miles northeast of the site. Because the Project site is in a seismically active region of Southern California, occasional seismic ground shaking is likely to occur within the lifetime of the Project. However, the potential for surface rupture of a fault onsite is considered very low. As such, no impacts would occur.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant.</b> The Project site is located within a seismically active region of Southern California. As mentioned previously, the San Jacinto Fault is located approximately 3.75 miles northeast of the Project site. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter, that consists of poorly consolidated material such as alluvium, and in response to an earthquake of great magnitude.</p> <p>Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Chapter 8.20. Compliance with the CBC would ensure earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. Therefore, with CBC compliance, included as PPP GEO-1, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking more than other developments in Southern California. Impacts would be less than significant.</p>				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant.</b> As discussed in the Geotechnical and Infiltration Evaluation (Appendix D), the Project site is not located in an area of potential liquefaction. However, the County of Riverside indicates that the site has low to moderate liquefaction potential. The groundwater depth onsite is estimated to be greater than 100 feet below ground surface. Thus, the potential for liquefaction is low. Additionally, the Geotechnical Investigation provides California Building Code (CBC) regulations for the proposed development to reduce any potential for liquefaction-induced settlement to a less than significant level, which would be verified by the City through the development permitting process. With adherence to CBC requirements, included as PPP GEO-1, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving liquefaction and impacts would be less than significant.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b>  <b>No Impact.</b> The Project site is relatively flat with a gentle slope in the south/southwest direction. Elevation of the northern portion of the site is approximately 1,560 feet and the Project site has approximately 10 feet of elevation differential across the site. Furthermore, according to the City of Moreno Valley General Plan Figure 4.7-3, the Project site is not within a landslide susceptibility class. As such, the Project site is not located in an area mapped for high susceptibility to seismic-induced landslides. Additionally, onsite soils would be graded and compacted per the requirements of the CBC, included as PPP GEO-1, which would reduce potential impacts related to seismic-induced landslides. Therefore, no impacts related to landslides would occur.</p>				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant.</b> The Project would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. As such, the Project would be required to comply with the City's grading standards and erosion control measures, included in Chapter 8.10 (Stormwater/Urban Runoff Management and Discharge Controls) of the City's Municipal Code. Additionally, the Construction General Permit issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. The Project</p>				

would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated BMPs during grading and construction, which would be required during construction permitting of the Project.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. After Project completion, the Project site would be developed with 67 single-family residences, new internal streets, an onsite open space pedestrian trail, and landscape improvements, and would not contain exposed soil. Additionally, the Project would implement the operational BMPs as included in the Water Quality Management Plan (Appendix G) for the Project, which would reduce operational runoff from the site. Thus, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Construction of the Project would have a less than significant impact related to soil erosion.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** As described above, the Project site is relatively flat, and does not contain nor is adjacent to any significant slope or hillside area. The Project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the Project.

According to the Geotechnical and Infiltration Evaluation, the site does not contain liquefiable soils. Differential settlement or subsidence could occur if buildings or other improvements are built on low-strength foundation materials (including imported fill) or if improvements straddle the boundary between different types of subsurface materials (e.g., a boundary between native material and fill). Although differential settlement generally occurs slowly enough that its effects are not dangerous to inhabitants, it can cause building damage over time.

As described previously, compliance with the requirements of the CBC, included as PPP GEO-1, and related recommendations in the Geotechnical and Infiltration Evaluation related to compaction of soils and development of foundations is required as part of the building plan check and development permitting process, and would reduce potential impacts related to liquefaction, settlement, and ground collapse to a less than significant level.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical and Infiltration Evaluation performed an evaluation of the potential for expansive soils at the site, and expansion index testing was performed on representative samples of the near surface soils which are anticipated to be within the zone of influence of the planned improvements. Based on the expansion index testing performed, the site soils possess a low expansion potential. In addition, as described previously, compliance with the CBC, included as PPP GEO-1, would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that Project structures would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**  
**No Impact.** The Project would connect to existing EMWD sewer lines in Oliver Street and Brodiaea Avenue. No septic tanks are proposed, and no impacts would occur with implementation of the Project.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** The Project would construct 67 single-family residences, new internal streets, and an open space pedestrian trail. Earthmoving activities, including grading and trenching activities, would have the potential to disturb previously unknown paleontological resources if earthmoving activities occur at substantial, undisturbed depths. As discussed in the Paleontological Assessment, the Project site is underlain by Holocene and late Pleistocene young sand alluvial deposits. At the project’s northwest corner are lower Pleistocene, very old, sandy alluvial fan deposits. A paleontological survey was not conducted since the surface of the Project property is flat-lying and disturbed.

A records search at the Western Science Center did not identify any fossil localities within one mile of the Project site. The closest known fossil localities to the Project site are located at the Aldi Distribution Center approximately two miles to the northeast. Holocene alluvium is generally considered to have a low paleontological sensitivity. The Pleistocene sediments are considered to have a high paleontological resource sensitivity. Additionally, the Project site is mapped as high sensitivity for paleontological resources by the County of Riverside. Therefore, the Project would implement MM PAL-1 which requires preparation of a Paleontological Resource Impact Mitigation Plan (PRIMP) and paleontological monitoring. With implementation of MM PAL-1, impacts to paleontological resources would be less than significant.

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

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

**PPP WQ-1: SWPPP.** As listed below in Section 10, *Hydrology and Water Quality*.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

**MM PAL-1: Paleontological Monitoring.** Prior to the issuance of a grading plan, a paleontologist shall prepare a Paleontological Resource Impact Mitigation Plan (PRIMP) for submittal and review by the City. Implementation of the PRIMP will ensure that adverse impacts to potentially significant paleontological resources are mitigated to a level less than significant. The PRIMP should follow the outline below:

1. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. The PRIMP shall stipulate that monitoring will be conducted either full or part time at the determination of the paleontologist, based upon the identification of undisturbed sediments of Pleistocene very old alluvial fan deposits (“Qvofa”). Monitoring of Holocene young sandy

alluvial fan deposits (“Qyfa”) is not recommended; however, these deposits are likely relatively thin and overlie Pleistocene very old alluvial fan deposits. Therefore, monitoring in areas mapped as young sandy alluvial fan deposits may commence when those deposits are graded away and the very old alluvial fan deposits become exposed. The project paleontologist is responsible to periodically visit the property during the initial stages of grading to identify the Pleistocene deposits and direct the initiation of monitoring.

2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify the concerned parties of the discovery.
3. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils are collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes are taken on the map location and stratigraphy of the site, which is photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites are protected by flagging to prevent them from being over-run by earthmovers (scrapers) before salvage begins. Fossils are collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor’s construction equipment may be solicited to help remove the jacket to a safe location.
4. Isolated fossils are collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes are taken on the map location and stratigraphy of the site, which is photographed before it is vacated and the fossils are removed to a safe place.
5. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, as many as 20 to 40 five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment.
6. In accordance with the “Microfossil Salvage” section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil “microvertebrates” to test the feasibility of the deposit to yield fossil bones and teeth.
7. In the laboratory, individual fossils are cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).
8. Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.
9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (e.g., the City of Moreno Valley) will be consulted on the repository/museum to receive the fossil material.

10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.
11. Decisions regarding the intensity of the MMRP will be made by the project paleontologist based on the significance of the paleontological resources and their biostratigraphic, biochronologic, paleoecologic, taphonomic, and taxonomic attributes, not upon the ability of a project proponent to fund the MMRP.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 6 – Safety Element – Section 6.5 – Geologic Hazards
    - Figure 6-3 – Geologic Faults & Liquefaction
  - Chapter 7 – Conservation Element – Section 7.4 -- Soils
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021
  - Section 4.7 – Geology and Soils
    - Figure 4.7-1 – Fault Zones
    - Figure 5.6-2 – Liquefaction
    - Figure 4.7-3 – Landslides
    - Figure 4.7-4 – Paleontological Sensitivity
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
4. Moreno Valley Municipal Code Chapter 8.21 – Grading Regulations
5. Local Hazard Mitigation Plan, City of Moreno Valley Fire Department, adopted October 4, 2011, amended 2017, [http://www.moval.org/city\\_hall/departments/fire/pdfs/haz-mit-plan.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/haz-mit-plan.pdf)
  - Chapter 4 – Earthquake
    - Figure 4-1 – Right-Lateral Strike -Slip Fault
    - Figure 4-1.1 – Moreno Valley Geologic Faults and Liquefaction 2016
    - Figure 4-1.2 – Moreno Valley Area Ground Shaking Map
  - Chapter 8 – Landslide
    - Figure 8-1 – Moreno Valley Slope Analysis 2016
6. Emergency Operations Plan, City of Moreno Valley, March 2009, [http://www.moval.org/city\\_hall/departments/fire/pdfs/mv-eop-0309.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/mv-eop-0309.pdf)
  - Threat Assessment 1 – Major Earthquakes
    - Figure 9 – Types of Faults
    - Figure 10 – Earthquake Faults
    - Figure 11 – Comparison of Richter Magnitude and Modified Mercalli Intensity
    - Figure 12 – Magnitude 4.5 or Greater Earthquake Map
    - Figure 13 – Geologic Faults and Liquefaction
7. Geotechnical and Infiltration Evaluation, Geotek, Inc., September 30, 2021, Appendix D.
8. Paleontological Assessment for the Discover Moreno Valley Project, Brian F. Smith and Associates, September 2021, Appendix E.

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

**Greenhouse Gas Emissions Thresholds**

The City of Moreno Valley has prepared the 2021 Climate Action Plan (CAP) that reflects the guidelines established in the 2017 Climate Change Scoping Plan (CARB, 2017) that was designed to implement the greenhouse gas (GHG) emissions reduction targets set in Executive Order S-3-15 and Senate Bill 32 that recommend local governments target of 6.0 MTCO<sub>2e</sub> per capita per year by 2030 and 2.0 MTCO<sub>2e</sub> per year by 2050 in their CAPs. The 2021 CAP has adopted a proposed target of 4.0 MTCO<sub>2e</sub> per capita per year by 2040. Therefore, the Project would be considered to create a significant cumulative GHG impact if the Project would exceed the 2021 CAP threshold of 4.0 MTCO<sub>2e</sub> per capita threshold.



a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** During construction of the Project, GHGs would be emitted through the operation of construction equipment, as well as emissions from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Project design features AQ-1 through AQ-3, included as measures in the 2021 CAP, would be included as conditions of approval for the Project and have been factored into the Project analysis. The Project would result in the development of 67 single-family homes. Long-term emissions would occur from the Project-generated vehicle trips, emissions from energy usage, onsite area source emissions, and off-road equipment created from the on-going use of the p Project. The calculations presented below include construction emissions in terms of annual CO<sub>2</sub>e GHG emissions from increased energy consumption, water usage, and solid waste disposal, as well as estimated GHG emissions from vehicular traffic that would result from implementation of the Project.

**Table GHG-1: Project Related Greenhouse Gas Annual Emissions**

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>1</sup>	1.13	<0.00	<0.00	1.16
Energy Usage <sup>2</sup>	122.26	<0.00	<0.00	122.96
Mobile Sources <sup>3</sup>	559.49	0.03	0.03	568.79
Solid Waste <sup>4</sup>	7.99	0.47	<0.00	19.81
Water and Wastewater <sup>5</sup>	15.50	0.12	<0.00	19.22
Construction <sup>6</sup>	16.30	<0.00	<0.00	16.49
<b>Total Emissions</b>	<b>722.67</b>	<b>0.62</b>	<b>0.03</b>	<b>748.43</b>
Service Population <sup>7</sup>				192
<b>MTCO<sub>2</sub>e per Service Population</b>				<b>3.9</b>
<b>City of Moreno Valley 2021 CAP Threshold of Significance (MTCO<sub>2</sub>e per capita per year)</b>				<b>4.0</b>
Exceeds Threshold?				No

Notes:

<sup>1</sup> Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.

<sup>2</sup> Energy usage consists of GHG emissions from electricity and natural gas usage.

<sup>3</sup> Mobile sources consist of GHG emissions from vehicles.

<sup>4</sup> Waste includes the CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.

<sup>5</sup> Water includes GHG emissions from electricity used for transport of water and processing of wastewater.

<sup>6</sup> Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

<sup>7</sup> Service population obtained from CalEEMod default population values.

Source: CalEEMod Version 2020.4.0.

The data provided in Table GHG-1 above **Error! Reference source not found.** shows that the Project would create 748.43 MTCO<sub>2</sub>e per year, which is equivalent to 3.9 MTCO<sub>2</sub>e per year per service population. According to the threshold of significance provided in the 2021 CAP that is detailed above, a cumulative global climate change impact would occur if the GHG emissions exceed 4.0 MTCO<sub>2</sub>e per year per service population. Therefore, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the Project.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The Project involves the construction of 67 single-family residences. In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires the California Air Resources Board (CARB) to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable

statewide emission cap, which was phased in starting in 2012. Therefore, as the Project meets the current interim emissions targets/thresholds established by City of Moreno Valley CAP, it would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030, as mandated by the State. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the Project would be required to comply with these regulations as they come into effect. As shown above in Table GHG-1, the Project would generate 748.43 MTCO<sub>2e</sub> per year, which is equivalent to 3.9 MTCO<sub>2e</sub> per year per service population. Therefore, the Project is consistent with the 4.0 MTCO<sub>2e</sub> per capita per year emissions target provided in the 2021 CAP.

The applicable plan for the Project is the 2021 CAP. As detailed above, the Project would be consistent with the 2021 CAP if the GHG emissions created by the Project do not exceed the 2021 CAP threshold of 4.0 MTCO<sub>2e</sub> per capita threshold and if the Project adopts the applicable measures in the 2021 CAP as conditions of approval. The Project's consistency with the applicable measures in the 2021 CAP for a new single-family home development as shown in Table GHG-2.

**Table GHG-2: Project Compliance with Applicable 2021 CAP Policies**

ID	General Plan Policy	Project Implementation Actions
TR-5	Implement trip reduction programs in new residential, commercial, and mixed-use developments.	<b>Consistent.</b> Project Design Feature AQ-1 has been included in this analysis that requires the applicant to prepare a trip reduction program that would include preparing a packet that details nearby bus stops and bus routes, bike routes, and walkways, which shall be provided to everyone that purchases a home in this development.
R-2	Require new construction and major remodels to install interior real-time energy smart meters in line with current utility provider (e.g., MVU, SCE) efforts.	<b>Consistent.</b> Project Design Feature AQ-2 has been included in this analysis that will require the applicant to install interior real-time energy smart meters into the proposed homes.
OR-1	Encourage residents and businesses to use efficient lawn and garden maintenance equipment or to reduce the need for landscape maintenance through native planting. <ul style="list-style-type: none"> <li>o Partner with the SCAQMD to establish a voluntary exchange program for residential electric lawnmowers and backpack-style leaf blowers.</li> <li>o Require new buildings to provide electrical outlets in an accessible location to facilitate use of electric-powered lawn and garden equipment.</li> <li>o In project review, encourage the replacement of high-maintenance landscapes (like grass turf) with native vegetation to reduce the need for gas-powered lawn and garden equipment.</li> </ul>	<b>Consistent.</b> The Project is required to implement the Title 24 Part 11 CalGreen building standards that require that the homes include electrical outlets on the exterior of the proposed homes to allow for plug-in electrical landscaping equipment to be used for lawn and garden maintenance.
OR-2	Reduce emissions from heavy-duty construction equipment by limiting idling based on South Coast Air Quality Management District (SCAQMD) requirements and utilizing cleaner fuels, equipment, and vehicles. <ul style="list-style-type: none"> <li>o Require provision of clear signage reminding construction workers to limit idling.</li> <li>o Require project applicants to limit GHG emissions through one or more of the following measures: substitute electrified or hybrid equipment for diesel/ gas powered, use alternative-fueled equipment on site, avoid use of on-site generators.</li> </ul>	<b>Consistent.</b> Project Design Feature AQ-3 has been included in this analysis that will require the applicant to install signage to remind construction workers to limit idling and to encourage the use of alternative powered vehicles and equipment.
NC-1	Require new landscaping to be climate appropriate.	<b>Consistent.</b> The Project is required to meet the requirements of Executive Order B-29-15 and the

		associated City's landscape plan requirements that requires all development to prepare a landscape plan that utilizes drought tolerant plants and water-efficient irrigation systems.
NC-2	Encourage residents and businesses to use efficient lawn and garden maintenance through native planting	<b>Consistent.</b> The Project is required to meet the requirements of Executive Order B-29-15 and the associated City's landscape plan requirements that requires all development to prepare a landscape plan that utilizes native planting.

Source: City of Moreno Valley, 2021.

As shown above in Table GHG-2, the Project would be consistent with the 2021 CAP. Thus, Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions and impacts would be less than significant.

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

None.

**Project Design Features (PDFs)**

PDF AQ-1 through PDF AQ-3, as described above in Section III.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
4. California's 2017 Climate Change Scoping Plan, prepared by the California Air Resources Board, November 2017, [https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf), accessed April 24, 2019
5. Air Quality, Energy, and Greenhouse Gas Impact Analysis, Vista Environmental, October 2021, Appendix A.

**IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:**

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** Development of the Project would require standard transport, use, and disposal of hazardous materials and wastes. If the use of these materials does not adhere to established federal, state, and local laws and regulations, workers, building occupants and residents, the public, and/or the environment could be exposed to hazardous materials.

**Construction**

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of the hazardous materials. Applicable laws and regulations include CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA and DTSC. Additionally, construction activities would require a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit (included as PPP WQ-1 herein) and enforced by the Santa Ana RWQCB. The SWPPP would include strict onsite handling rules and BMPs to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would limit potentially significant hazards to construction workers, the public, and the environment. Impacts would be less than significant.

**Operation**

The Project site would be developed with 67 single-family residences and an onsite open space area and open space pedestrian trail, which involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the Project. Therefore, operation of the Project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** In 2021, a Phase I Environmental Site Assessment (ESA) and limited Phase II ESA were conducted for the Project site by Brown and Caldwell (Appendix F). A limited Phase II ESA was performed to assess the soil conditions near the former petroleum pipeline easement. The Phase II soil sampling occurred along the southern boundary of the Project site and the testing determined that there were no traces of total petroleum hydrocarbons (TPH) or polycyclic aromatic hydrocarbons (PAHs) to the soil above environmental screening levels. The Phase I and Limited Phase II evaluated the parcel and determined that the Project site does not have any recognized environmental conditions (RECs).

**Construction**

**Accidental Releases.** While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management

practices (BMPs) during construction would be implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

**Operation**

As described previously, operation of the proposed 67 single-family homes and the recreation area includes use of limited hazardous materials, such as solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. Normal routine use of typical residential products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the Project.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** La Jolla Elementary School is located approximately 0.4 miles south and Landmark Middle School is located approximately 1.0 miles south of the Project site. Furthermore, as noted in Sections IX(a) and IX(b), the Project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes in significant quantities. Therefore, the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <a href="#">Government Code section 65962.5</a> and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**  
**No Impact.** According to the California Department of Toxic Substances Control EnviroStor database, and the Phase I Environmental Site Assessment prepared for the site (Phase 1 2021) the Project site is not located on or nearby any hazardous material sites listed, pursuant to Government Code Section 65962.5. As a result, impacts related to hazards from being located on or adjacent to a hazardous materials site would not occur from implementation of the Project.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** The Project site is located approximately 4.5-miles northeast of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is not within the boundaries of the March Air

Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). Therefore, the Project would not pose a safety hazard to people working in the area. As such, impacts would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** The Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Construction**

The proposed construction activities, including grubbing, grading, excavation and re-compaction of soils; utility and infrastructure installation; building and internal roadway construction; and architectural coatings would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of new driveways and connections to existing infrastructure systems that would be implemented during construction of the Project would not require full closure of Oliver Street and Brodiaea Avenue. Any temporary lane closures needed for utility connections or driveway construction would be required to implement appropriate measures to facilitate vehicle circulation, as included within construction permits. Thus, implementation of the Project through the City’s permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access or evacuation impacts to a less than significant level.

**Operation**

The City of Moreno Valley participates in the *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan* (LHMP) which outlines requirements for emergency access and standards for emergency responses. Additionally, the Project would be required to comply with the City of Moreno Valley’s Emergency Operations Plan.

Direct access to the Project site would be provided from Brodiaea Avenue and Oliver Street via two driveways. The Project driveways and internal access would be reviewed through the City’s permitting process to ensure they meet the City’s design standards and to ensure adequate emergency access and evacuation. The Fire Department and/or Public Works Department would review the development plans as part of the permitting procedures to ensure adequate emergency access pursuant to the requirements in Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), included as Municipal Code Chapter 8.36. As such, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**  
**No Impact.** The Project site is within an urbanized area of the City of Moreno Valley. The Project site is bounded by Brodiaea Avenue to the south, Oliver Street to the west, Discovery Christian Church to the north, and a vacant lot to the east that is being developed with new single-family homes. Single-family residences are located to the south of Brodiaea Avenue. The Project site is not adjacent to any wildland areas. According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2021). As a result, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires and no impacts would occur.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 6 – Safety Element
2. City of Moreno Valley General Plan Update, adopted July 2021
3. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021
  - Section 4.9 – Hazards and Hazardous Materials
4. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
5. March Air Reserve Base (MARB)/March Inland Port (MIP) Airport Land Use Compatibility Plan (ALUCP) on November 13, 2014, (<http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>)
6. Local Hazard Mitigation Plan, City of Moreno Valley Fire Department, adopted October 4, 2011, amended 2017, [http://www.moval.org/city\\_hall/departments/fire/pdfs/haz-mit-plan.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/haz-mit-plan.pdf)
  - Chapter 5 – Wildland and Urban Fires
    - Figure 5-2 – Moreno Valley High Fire Area Map 2016
  - Chapter 12 – Dam Failure/Inundation
    - Figure 12-2 Moreno Valley Evacuation Routes Map 2015
  - Chapter 13 – Pipeline
    - Figure 13-1 – Moreno Valley Pipeline Map 2016
  - Chapter 14 – Transportation
    - Figure 14-1.1 – Moreno Valley Air Crash Hazard Area Map 2016
  - Chapter 16 – Hazardous Materials Accident
    - Moreno Valley Hazardous Materials Site Locations Map 2016
7. Emergency Operations Plan, City of Moreno Valley, March 2009, [http://www.moval.org/city\\_hall/departments/fire/pdfs/mv-eop-0309.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/mv-eop-0309.pdf)
  - Hazard Mitigation and Hazard Analysis
  - Threat Assessment 2 – Hazardous Materials
  - Threat Assessment 3 – Wildfire
  - Threat Assessment 6 – Transportation Emergencies
    - Figure 17 – Air Crash Hazards
8. Phase I and Limited Phase II Environmental Site Assessment, Brown and Caldwell, May 13, 2021. Appendix F

**X. HYDROLOGY AND WATER QUALITY – Would the project:**

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.**  
**Construction**

Construction of the Project would require grading and excavation of soils, which would loosen sediment, which would then have the potential to mix with surface water runoff and degrade water quality. Pollutants of concern during Project construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. In addition, construction-related pollutants, such as chemicals, liquid and

petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste, could be spilled, leaked, or transported via stormwater runoff into adjacent drainages and into downstream receiving waters.

City requirements for stormwater pollution prevention are outlined in Chapter 8.10, Stormwater/Urban Runoff Management and Discharge Controls, of the City's Municipal Code. These types of water quality impacts during construction of the Project would be prevented through implementation of a SWPPP, included as PPP WQ-1, that is required to identify all potential sources of pollution that are reasonably expected to affect the quality of storm water discharges from the construction site. The SWPPP would include construction BMPs such as:

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

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

### ***Operation***

The operation of a new residential community consisting of 67 single family residential units would introduce pollutants such as, chemicals from household cleaners, nutrients from fertilizer, pesticides and sediments from landscaping, domestic trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. Thus, the project would be required to comply with existing regulations that limit the potential for pollutants to discharge from the site.

City of Moreno Valley Water Quality Ordinance (Municipal Code Section 9.10.080) requires compliance with standards approved by the California Department of Public Health or other governmental agency having jurisdiction over liquid and solid waste. The Project would be required to incorporate a Water Quality Management Plan (WQMP) based on the anticipated pollutants that could result from the project. The BMP would include pollutant source control features and pollutant treatment control features. In addition, the City requires the project to infiltrate, evapotranspire, or biotreat/biofilter the 85th percentile 24-hour storm event.

The Project proposes catch basins to collect stormwater runoff and direct flows to two proposed bioretention basins for treatment prior to discharging into existing drainage facilities near Oliver Street. Bioretention basins would be vegetated with grasses and would slow stormwater flows and filter pollutants (i.e., sediments, nutrients, heavy metals, oxygen demanding substances, oil and grease, bacteria, and pesticides) within the Project site. Bioretention Basin 1 (4,200 square feet) would be



located at the northeast intersection of Oliver Street and Brodiaea Avenue and Bioretention Basin 2 (3,000 square feet) would be located at the northwest corner of the Project site, just north of Lot 47.

With implementation of the operational source and treatment control BMPs that are outlined in the preliminary WQMP (Appendix G) that would be reviewed and approved by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the Project would not substantially degrade water quality. Therefore, impacts would be less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The Project is located in the San Jacinto Groundwater Basin. The San Jacinto Groundwater Basin underlies the cities of San Jacinto, Perris, Moreno, and Menifee Valley in western Riverside County. Development of the Project would introduce large areas of impervious surfaces to the site. However, the Project would install an onsite storm drain system that would convey runoff to catch basins to collect stormwater runoff and direct flows to two proposed bioretention basins for treatment prior to discharging into existing drainage facilities near Oliver Street. In addition, the Project includes approximately 1.1 acres of landscaping that would infiltrate stormwater onsite. As a result, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge; and the Project would not impede sustainable groundwater management of the basin. Thus, the Project would have a less than significant impact.

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

i) Result in substantial erosion or siltation on- or off-site?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant with Mitigation.**

**Construction**

Construction of the Project would require grading and excavation of soils, which would loosen sediment and could result in erosion or siltation. Approximately 8.77 acres would be disturbed as part of Project construction. However, as described previously, construction of the Project requires City approval of a SWPPP prepared by a Qualified SWPPP Developer, as included by PPP WQ-1. The SWPPP is required during the City’s plan check and permitting process and would include construction BMPs to reduce erosion or siltation. Typical BMPs for erosion or siltation, include use of silt fencing, fiber rolls, gravel bags, stabilized construction driveway, and stockpile management (as described in the previous above). Adherence to the existing requirements and implementation of the required BMPs per the plan check and permitting process would ensure that erosion and siltation associated with construction activities would be minimized, and impacts would be less than significant.

**Operation**

The Project site is currently vacant and contains approximately 0.05 acres of ephemeral stream that would be considered CDFW jurisdictional waters. The Project would introduce approximately 5.7 acres of impervious surfaces to the Project and result in impacts to approximately 0.05 acres of CDFW jurisdictional ephemeral stream. As specified in MM BIO-2, a 1602 Streambed Alteration Agreement would be obtained, waste discharge requirements (WDR) would be developed, and offsite mitigation would be purchased at a 2:1 ratio. The pervious surfaces remaining on the site would be landscaped. There would be no substantial areas of bare or disturbed soil onsite subject to erosion. In addition, the Project is required to implement a WQMP that would provide operational BMPs to ensure that operation

of the Project would not result in long term erosion or siltation. Proposed stormwater infrastructure would slow and retain stormwater, which would also limit the potential for erosion or siltation. With implementation of these regulations and MM BIO-2, impacts related to erosion or siltation onsite or off-site would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** As discussed in Section X(a) above, during construction a SWPPP would be implemented to control drainage. Stormwater drainage infrastructure proposed within the Preliminary WQMP as part of the Project maintains existing drainage patterns across the Project site.

The Project would introduce approximately 5.7 acres of impervious surfaces to the Project and result in impacts to approximately 0.05-acres of ephemeral stream. Also, as discussed in the hydrology report prepared for the Project (see Appendix H), drainage runoff from the Project site would be handled by adequately sized and properly operating drainage facilities. The Project would include two onsite stormwater treatment areas (bioretention basins). Bioretention Basin 1 (4,200 square feet) would be located at the northeast intersection of Oliver Street and Brodiaea Avenue and Bioretention Basin 2 (3,000 square feet) would be located at the southeast corner of the Project site, just north of Lot 47. Offsite street improvements are proposed on Oliver Street and Brodiaea Avenue to build out ultimate curb and gutter along the Project frontage. All onsite runoff would flow to the southeast as per the existing drainage path. The east side of the site would flow towards MDP Line H-2 along the east of the Project site and the west side would drain towards the proposed extension MDP Line H at the intersection of Brodiaea Avenue and Oliver Street. Proposed bioretention basins would be sized for the appropriate design capture volume, and the proposed storm drain facilities would be able to capture runoff and the Project would not result in flooding on- or off-site. Therefore, impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** As described in the previous responses, the Project would be required to implement a SWPPP (included as PPP WQ-1) during construction that would implement BMPs, such as the use of silt fencing, fiber rolls, and gravel bags, that would ensure that runoff would not substantially increase during construction, and that pollutants would not discharge from the project site, which would reduce potential impacts to drainage systems and water quality to a less than significant level.

See response to Section X(c)(ii), above. The Project would introduce approximately 5.7 acres of impervious surfaces to the Project and result in impacts to approximately 0.05 acre of ephemeral stream. Proposed drainage improvements would be sized to capture, filter, and infiltrate runoff from the 85<sup>th</sup> percentile 24-hour storm event. Development of the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** According to FEMA's FIRM Flood Map, the Project site is classified as Zone A, special flood hazard area subject to inundation by the one percent annual chance flood with no base flood elevation determined. As specified under Municipal Code Section 8.132.150, Development Permit, the Project applicant would be required to obtain a development permit prior to construction of the Project. The City would review the permit application to ensure development would not be subject

to significant flood hazard and structures would be floodproofed. Thus, the Project would not impede or redirect flood flows, and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** As discussed in X(c)(iv), the Project site is classified as Zone A, special flood hazard area subject to inundation by the one percent annual chance flood with no base flood elevation determined. However, a SWPPP and WQMP would be prepared and implemented as part of the Project to ensure pollutants are contained and would not be released from the Project site during construction. Post construction stormwater infrastructure would ensure capture and treatment of storm flows up to the 85<sup>th</sup> percentile 24-hour storm. Therefore, the Project would not be subject to significant flood hazard and impacts would be less than significant.

The Project site is located approximately 45 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project is not located within a tsunami zone and no impacts would occur.

Similarly, a seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Perris Reservoir is located approximately three miles southeast of the Project site. As such, the site is not located within a seiche zone. Therefore, no impacts would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** As described previously, the Project would be required to have an approved SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution. For operations, the Project would be required to implement source control BMPs to minimize the introduction of pollutants; and treatment control BMPs to treat runoff. With implementation of the operational source and treatment control BMPs that would be required by the City during the permitting and approval process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the Project would not obstruct implementation of a water quality control plan.

Also as described previously, the Project site is within the San Jacinto groundwater basin. Because pumping in the groundwater basin is managed, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project does not involve groundwater pumping (as water supplies would be provided by the City), the Project would not conflict with or obstruct a groundwater management plan, and impacts would be less than significant.

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

**PPP WQ-1:** Prior to grading permit issuance, the project developer shall have a Stormwater Pollution Prevention Plan (SWPPP) prepared by a QSD (Qualified SWPPP Developer) pursuant to the Municipal Code Section 8.21.170. The SWPPP shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to comply with the National Pollutant Discharge Elimination System (NPDES) requirements to limit the potential of polluted runoff during construction activities. Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Moreno Valley staff or its designee to confirm compliance.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan 2040, adopted April 2, 2021
  - Chapter 6 – Safety Element
  - Chapter 7 – Conservation Element
2. Draft Environmental Impact Report City of Moreno Valley General Plan, published April 2, 2021
  - Section 4.10 – Hydrology and Water Quality
3. Title 8 – Buildings and Construction of the Moreno Valley Municipal Code
  - Chapter 8.10 – Stormwater/Urban Runoff Management and Discharge Controls
  - Chapter 8.11 – Flood Damage Prevention and Implementation of National Flood Insurance Program (NFIP)
  - Chapter 8.12 – Flood Damage Prevention
  - Chapter 8.21 – Grading Regulations
4. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.10.080 – Liquid and Solid Waste
5. Preliminary Water Quality Management Plan, Adkan Engineers, August 2021, Appendix G.
6. Hydrology Report, Adkan Engineers, August 2021, Appendix H.
7. Federal Emergency Management Agency, Federal Insurance Rate Map, Map Number 06065C0770G, August 2008
8. California Department of Water Resources, California’s Groundwater Bulletin 118, Hydrologic Region South Coast San Jacinto Groundwater Basin, January 2006

**XI. LAND USE AND PLANNING – Would the project:**

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** Surrounding land uses consist of Discovery Christian Church to the north, vacant land (that is being developed) to the east, Oliver Street followed by vacant land to the west, and Brodiaea Avenue followed by single-family residences to the south. The Project would require a General Plan Amendment from R5 Residential to R10 Residential and zone change from R5 to RS10.. The Project would not introduce roadways or other infrastructure improvements that would bisect or transect the Project site or surrounding area. The proposed residential uses would be compatible with the surrounding land uses, as it would introduce new residential uses in an area with similar uses. As such, the Project would not physically divide an established community and no impacts would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The documents regulating land use for the Project site and immediate vicinity are the City’s General Plan and Municipal Code. The Project’s relationship to these planning documents is described below.

**General Plan.** The Project site is currently designated R5 Residential by the Moreno Valley General Plan. The Project includes a General Plan Amendment that would change the designation from R5 Residential to R10 Residential. As discussed in the General Plan, the primary purpose of areas designated R10 Residential is to provide for a variety of residential products and to encourage innovation in housing types. Developments within Residential 10 areas are typically expected to provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. The maximum allowable density shall be 10 dwelling units per acre. In addition, the Project would include a CUP for a PUD which allows for flexibility in the design standards. As shown in Table LU-1, the Project would be consistent with applicable General Plan policies. As shown in Table

LU-1, the Project would be consistent with applicable General Plan policies and the Project would not conflict with the land use plan.

**Table LU-1: General Plan Consistency**

General Plan Policy	Project Consistency
<b>Land Use Element</b>	
<b>LCC.1-1:</b> Foster a balanced mix of employment, housing, educational, entertainment, and recreational uses throughout the city to support a complete community.	<b>Consistent.</b> The Project would provide 67 single-family residences that would contribute to new housing in the City.
<b>LCC.1-2:</b> Expand employment opportunities locally and provide sufficient lands for commercial, industrial, residential and public/quasi-public uses while ensuring that a high quality of life is maintained in Moreno Valley.	<b>Consistent.</b> The Project would provide new residential uses and temporary employment opportunities during construction.
<b>LCC. 1-4</b> Focus new development in centers and corridors so as to support the vitality of existing businesses, optimize the use of utility infrastructure, and reduce vehicle trip frequency, length, and associated emissions.	<b>Consistent.</b> The Project would develop single-family residences in an area that was planned for residential development. As discussed in Section XVII, the Project is less than the City's Vehicle Miles Traveled (VMT) screening threshold of 100 lots and would not require a VMT analysis.
<b>LCC.1-7:</b> Support the continued buildout of residential areas as needed to meet the community's housing needs.	<b>Consistent.</b> As discussed above, the Project would provide 67 single-family residences that would contribute to meeting the City's housing needs.
<b>LCC 1-12:</b> Balance levels of employment and housing within the community to provide more opportunities for Moreno Valley residents to work locally, cut com-mute times, and improve air quality	<b>Consistent.</b> Section 4.14 of the City's General Plan states that there was a total of 55,328 residential units and 44,331 total jobs in 2018. In 2040, it is projected that the City would have 83,246 jobs and 72,737 households. The Project would be within the anticipated increase in households as it would develop single-family residences within an area that was planned for residential uses.
<b>LCC 2-2:</b> Require that proposed projects in the Downtown Center prepare an area plan demonstrating consistency with the principles outlined in Table LCC-2 and the illustrative development program shown in Table LCC-3 prior to approval. Development on smaller parcels may satisfy this requirement with a site plan.	<b>Consistent.</b> An area plan was prepared for the proposed Project that would be reviewed by the City to ensure all development standards meet the requirements set by the RS10 zone.
<b>LCC 2-10:</b> Create an attractive, safe environment for bicycles and pedestrians that promotes "micro-mobility" and connectivity within the Downtown Center as well as encourage electric and autonomous vehicles.	<b>Consistent.</b> The proposed Project would include new internal streets with sidewalks which would enhance walkability throughout the Project site. In addition, the Project includes sidewalks along the Project's frontage on Alessandro Boulevard, Brodiaea Avenue, and Oliver Street.
<b>LCC 2-11:</b> Allow for the evolution of the Downtown Center and encourage site planning that facilitates redevelopment of sites within the core of the area in the future as land values increase and higher development intensities become more financially feasible.	<b>Consistent.</b> The Project would be on the outskirts of the Downtown Center and would develop an underutilized site to provide housing within the City.

<p><b>LCC 2-18:</b> Design and build new internal roadways with narrower widths, ample sidewalks, and street parking to help create a more intimate walkable feel in the areas.</p>	<p><b>Consistent.</b> The Project includes new internal streets with sidewalks that would create walkability within the residential development.</p>
<p><b>LCC 2-21:</b> Orient residential uses to the street and discourage the use of walls and fences. Employ a variety of techniques to buffer residential uses on the corridors from traffic and noise, including setbacks, landscaping, stoops, and raised entries.</p>	<p><b>Consistent.</b> The Project would orient the residences to the new internal streets. The residences would include setbacks and landscaping which would be reviewed by the City to ensure the residences are buffered.</p>
<p><b>LCC 2-25:</b> Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping</p>	<p><b>Consistent.</b> The Project includes new internal streets that would include curb and gutter which provides pedestrian access throughout the site and along the frontage. The Project would also include landscaping throughout.</p>
<p><b>LCC. 2-30:</b> Establish parks and plazas to serve as meeting areas in new neighborhoods and ensure a safe and secure environment through the development review and approval process.</p>	<p><b>Consistent.</b> The Project includes a 0.56-acre open space pedestrian trail that would be used for active recreation within the residential area.</p>
<p><b>LCC. 3-5:</b> Incorporate prominent corner architectural features, such as prominent entries or corner towers, on new development at key intersections or gate-ways.</p>	<p><b>Consistent.</b> The Project would be developed northeast of the Brodiaea Avenue and Oliver Street intersection. The Project would include frontage improvements and prominent entries from both streets.</p>
<p><b>LCC. 3-6:</b> Maintain continuity in streetscape design along major streets and avenues that traverse the city north to south and east to west.</p>	<p><b>Consistent.</b> Roadways surrounding the Project site would be landscaped consistent with the City of Moreno Valley Landscape Design Guidelines and complimentary to existing landscaping of adjacent development.</p>
<p><b>LCC. 3-7:</b> Continue to support community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.</p>	<p><b>Consistent.</b> The Project would include frontage improvements along Brodiaea Avenue and Oliver Street which would include landscaping along the Project's frontage and street lighting, and would be located near transit stops, including Alessandro/Oliver, Roadways surrounding the Project site would be landscaped consistent with the City of Moreno Valley Landscape Design Guidelines and complimentary to existing landscaping of adjacent development</p>
<p><b>LCC. 3-12:</b> Promote the preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions, and to help encourage new development and reinvestment.</p>	<p><b>Consistent.</b> The Project would comply with all applicable development standards outlined in the City's Municipal Code.</p>
<p><b>LCC. 3-13:</b> New and retrofitted fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.</p>	<p><b>Consistent.</b> The fences and walls throughout the Project would be designed with materials and textures to deter graffiti and would include landscaping in the surrounding areas to enhance visual interest.</p>
<p><b>LCC. 3-14:</b> Within individual residential projects, a variety of floor plans and elevations should be offered</p>	<p><b>Consistent.</b> The Project includes three floor plans and three elevation types with a variety of color schemes, that would provide a variety of options within the residential Project.</p>

<p><b>LCC. 3-15:</b> Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.</p>	<p><b>Consistent.</b> The Project would include three plans that would be designed to meet the City's design standards.</p>
<p><b>LCC. 3-16:</b> Design large-scale small lot single family and multiple family residential projects to group dwellings around individual open space and/or recreational features.</p>	<p><b>Consistent.</b> As mentioned previously, the Project would include a 0.56-acre open space pedestrian trail and internal sidewalks to provide active recreation throughout the Project.</p>
<p><b>LCC. 3-18:</b> Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.</p>	<p><b>Consistent.</b> The Project includes internal roadways that would provide access from Brodiaea Avenue and Oliver Street. The internal roadways would be reviewed by the City in order to ensure adequate emergency access is provided.</p>
<p><b>Circulation Element</b></p>	
<p><b>C.2-5:</b> Prohibit points of access from conflicting with other existing or planned access points. Require points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow</p>	<p><b>Consistent.</b> As discussed further in Section XVII, Project driveways would be adequately spaced to ensure safety. The Project would be reviewed by the City in order to ensure access points are designed per City standards.</p>
<p><b>C.2-7:</b> Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.</p>	<p><b>Consistent.</b> As discussed further in Section XVII, the Project would include two driveways from Oliver Street and Brodiaea Avenue. Additionally, the Project would include sidewalks throughout the internal streets and along Oliver Street and Brodiaea Avenue to ensure pedestrian access to the site.</p>
<p><b>C.2-8:</b> For developments fronting both sides of a street, require that streets be constructed to full width. Where new developments front only one side of a street, require that streets be constructed to half width plus an additional 12-foot lane for opposing traffic, whenever possible. Additional width may be needed for medians or left and/or right turn lanes.</p>	<p><b>Consistent.</b> The Project would comply with the roadway minimums required by the City, and required half-width street improvements along Oliver Street and Brodiaea Avenue.</p>
<p><b>C.3-4:</b> Require development projects to complete traffic impact studies that conduct vehicle miles traveled analysis and level of service assessment as appropriate per traffic impact study guidelines</p>	<p><b>Consistent.</b> As discussed further in Section XVII, per the City's Traffic Impact Study guidelines, the Project screens out of a VMT analysis. As such, the Project would have a less than significant impact on VMT.</p>
<p><b>C. 3-6:</b> Require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.</p>	<p><b>Consistent.</b> The Project would contribute development impact fees pursuant to the City's Municipal Code, including the payment of the regional TUMF fee.</p>
<p><b>C. 3-8:</b> Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts.</p>	<p><b>Consistent.</b> As discussed above, the Project would contribute development impact fees as required by the City.</p>
<p><b>C.4-4:</b> All new developments shall provide sidewalks in conformance with the City's streets cross-section standards, and applicable policies for designated urban and rural areas.</p>	<p><b>Consistent.</b> The Project would include development of a new sidewalk and curb along Brodiaea Avenue and Oliver Street. Sidewalks would be reviewed by the City to ensure plans meet the City's cross-section standards.</p>

<p><b>C. 5-3:</b> Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution.</p>	<p><b>Consistent.</b> The Project includes new internal streets and frontage improvements along Brodiaea Avenue and Oliver Street that would include bike lanes for bicycling.</p>
<p><b>Parks &amp; Public Services</b></p>	
<p><b>PPS. 1-1:</b> Increase the acreage of parks in Moreno Valley to serve the needs of the growing population and maintain a standard of three acres of parkland per 1,000 residents.</p>	<p><b>Consistent.</b> The Project would include a 0.56-acre open space pedestrian trail and would contribute development fees for the remainder. The Project would be required to provide a minimum of 0.81 acres of parkland dedication (based on 270 new residents anticipated to result from the Project as described in Section XIV, Population and Housing) applying the Quimby Act ratio of “3 acres per 1,000 residents”. The Project would substantially comply with the Quimby Act, codified as Chapter 3.40 in the City’s Municipal Code, and the difference (deficiency), of approximately 0.25 acres, will require the payment of an in-lieu fee.</p>
<p><b>PPS.1-2:</b> Require that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land or the payment of in-lieu fees.</p>	<p><b>Consistent.</b> The Project would include the payment of all applicable in-lieu fees for the provision of parkland in addition to the 0.56-acre park provided onsite, as conditioned by the City.</p>
<p><b>PPS. 1-4:</b> Design and construct parks, public spaces and recreational facilities for flexible use, energy efficiency, adaptability over time, and ease of maintenance</p>	<p><b>Consistent.</b> The Project would construct a 0.56-acre open space pedestrian trail that would undergo City review to ensure the trail allows for flexible use and ease of maintenance.</p>
<p><b>PPS 1-5:</b> Use site design, landscaping, lighting, and traffic calming measures to create safe parks and open spaces integrated with adjacent developments.</p>	<p><b>Consistent.</b> The Project includes an Area Plan (PUD Document) that would be reviewed by the City to ensure adequate design, lighting, landscaping, and park space has been met.</p>
<p><b>PPS.3-6:</b> Continue to require that new development make a fair share funding contribution to ensure the provision of adequate police and fire services</p>	<p><b>Consistent.</b> The Project would include the payment of all applicable fair share funding for police and fire services, as conditioned by the City.</p>
<p><b>PPS.3-7:</b> Continue to engage the Police and Fire Departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.</p>	<p><b>Consistent.</b> The Project would be reviewed by the City’s police and fire departments during its development review process. Additionally, the Project is required to comply with the provisions of the California Fire Code, which would reduce hazards related to fire.</p>
<p><b>PPS. 3-8:</b> Apply Crime Prevention through Environmental Design principles in the design of new development and encourage the provision of adequate public lighting; windows overlooking streets or parking lots; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.</p>	<p><b>Consistent.</b> The Project would include security lighting throughout the residential development to ensure adequate public lighting is provided.</p>
<p><b>PPS.4-3:</b> Prior to the approval of any new development application, continue to require “will serve” letters from utility providers demonstrating that adequate water and septic or sewer service</p>	<p><b>Consistent.</b> The Project would be adequately served by utility providers, as further discussed in Section XIX. Additionally, the Project Applicant would provide the City Planning Department with</p>



<p>capacity exists or will be available to serve the development in a timely manner.</p>	<p>will serve letters for all needed utilities prior to approval.</p>
<p><b>Safety</b></p>	
<p><b>S.1-1:</b> Continue to restrict the development of habitable structures within Alquist-Priolo Earthquake Fault Zones consistent with State law.</p>	<p><b>Consistent.</b> As previously discussed, the Project is not located within an Alquist-Priolo zone.</p>
<p><b>S.1-4:</b> Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.</p>	<p><b>Consistent.</b> As previously discussed, the Project would be designed in accordance with the CBC as included as PPP Geo-1.</p>
<p><b>S.1-9:</b> Encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize best management practices (BMPs) to reduce stormwater runoff and minimize increases in downstream runoff resulting from new development.</p>	<p><b>Consistent.</b> The Project would implement LID strategies and BMPs to reduce stormwater runoff, as discussed in Section X. The Project would construct onsite catch basins to retain runoff.</p>
<p><b>S.1-10:</b> Through development agreements and compliance with adopted master drainage plans and existing regulations, require that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.</p>	
<p><b>S.1-15:</b> Avoid, where feasible, locating new development in areas subject to high wildfire risk. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.</p>	<p><b>Consistent.</b> According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2021).</p>
<p><b>S.1-23:</b> Continue to require remediation of hazardous material releases from previous land uses as part of any redevelopment activities.</p>	<p><b>Consistent.</b> As discussed in Section IX, the Project would not require remediation of hazardous material releases from previous land uses.</p>
<p><b>Noise</b></p>	
<p><b>N.1-4:</b> Require a noise study and/or mitigation measures if applicable for all projects that would expose people to noise levels greater than the “normally acceptable” standard and for any other projects that are likely to generate noise in excess of these standards.</p>	<p><b>Consistent.</b> As discussed further in Section XIII, a Noise Impact Analysis was prepared for the Project. As discussed in the Noise Impact Analysis, construction and operational noise impacts would be less than significant. The Project would not expose adjacent sensitive receptors to excessive noise levels.</p>
<p><b>N.1-5:</b> Noise impacts should be controlled at the noise source where feasible, as opposed to at receptor end with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.</p>	
<p><b>N.1-6:</b> Require noise buffering, dampening, or active cancellation, on rooftop or other outdoor</p>	

mechanical equipment located near residences, parks, and other noise sensitive land uses.	
<b>N.2-3:</b> Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, and sound attenuation devices.	<b>Consistent.</b> As discussed further in Section XIII, a Noise Impact Analysis was prepared for the Project. As discussed in the Noise Impact Analysis, impacts related to noise and vibration would be less than significant.
<b>Environmental Justice</b>	
<b>EJ.1-6:</b> Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.	<b>Consistent.</b> As discussed in Section III, construction emission levels would be below the thresholds established by the SCAQMD. Therefore, Project air quality impacts during construction and grading would be minimized.
<b>EJ.1-8:</b> Support the incorporation of new technologies and design and construction techniques in new development that minimize pollution and its impacts.	<b>Consistent.</b> As discussed in Section III, the Project would be consistent with Title 24 requirements and construction emission levels would be below the thresholds established by the SCAQMD.

**Municipal Code**

As discussed previously, the Project would require a zone change from Residential (R5) to Residential Single-Family (RS10). As described previously in Table AES-1, the Project would be consistent with the development standards for the RS10 zoning district upon the approval of the Area Plan (CUP for the PUD). Thus, the Project would not conflict with any applicable zoning regulations adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 2 – Land Use and Community Character
  - City of Moreno Valley Housing Element 2021-2029, prepared February 2021
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified June 15, 2021
  - Section 4.14 – Population and Housing
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code

**XII. MINERAL RESOURCES – Would the project:**

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** The Project site is vacant yet disturbed and is not used for mineral extractions. As discussed in the General Plan, the City does not have active mineral resource extraction facilities. Furthermore, the Project site has a classification of MRZ-3, indicating areas of undetermined mineral resource significance and is planned for residential uses by the Moreno Valley General Plan. Therefore, development of the Project would not result in impacts related to mineral resources.

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



**Response:**

**No Impact.** No sites have been designated as locally-important mineral resource recovery sites on any local plan within the City of Moreno Valley. Therefore, implementation of the Project would not result in the loss of availability of a locally-important mineral resource recovery site as delineated on a local plan. Thus, development of the Project would not have a significant impact on mineral resources.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 10 – Open Space and Resource Conservation
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021
  - Section 4.12 – Mineral Resources
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.02.120 – Surface Mining Permits
4. Moreno Valley Municipal Code Section 8.21.020 – Permits Required
5. The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, Sections 2710-2796), <https://www.conservation.ca.gov/dmr/lawsandregulations>

**XIII. NOISE – Would the project result in:**

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



**Response:**

**Less than Significant.**

**City of Moreno Valley Municipal Code**

**Section 9.10.030 Performance Standards – Exemptions.** The following uses or activities are exempt from the provisions of this chapter:

- A. Emergency equipment, vehicles, devices and activities.

- B. Temporary construction, maintenance, or demolition activities between the hours of seven a.m. and seven p.m.

**Section 9.10.170 Performance Standards – Vibration.** No vibration shall be permitted which can be felt at or beyond the property line.

**Section 11.80.030 Prohibited Acts**

A. General Prohibition. It is unlawful and a violation of this chapter to maintain, make, cause, or allow the making of any sound that causes a noise disturbance, as defined in Section 11.80.020.

B. Sound causing permanent hearing loss.

- 1. Sound level limits. Based on statistics from the Center for Disease Control and Prevention and the National Institute for Occupational Safety and Health, Table 1 and Table 1-A specify sound level limits which, if exceeded, will have a high probability of producing permanent hearing loss in anyone in the area where the sound levels are being exceeded. No sound shall be permitted within the city which exceeds the parameters set for in Tables 11.80.030-1 [see Table N-1] and 11.80.030-1-A [see Table N-2] of this chapter:

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

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

Source: City of Moreno Valley Municipal Code Section 11.80.030.

**Table N-2: City of Moreno Valley Maximum Impulsive Sound Levels**

Number of Repetitions per 24-Hour Period	Sound Level [dB(A)]
1	145
10	135
100	125

Source: City of Moreno Valley Municipal Code Section 11.80.030.

C. Nonimpulsive Sound Decibel Limits. 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 [see Table N-3] 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.

**Table N-3: City of Moreno Valley Maximum Sound Levels for Source Land Uses**

Residential		Commercial	
Daytime <sup>1</sup>	Nighttime <sup>2</sup>	Daytime <sup>1</sup>	Nighttime <sup>2</sup>
60	55	65	60

Notes:  
<sup>1</sup> Daytime defined as 8:00 a.m. to 10:00 p.m.  
<sup>2</sup> Nighttime define as 10:01 p.m. to 7:59 a.m. the following day.  
 Source: City of Moreno Valley Municipal Code Section 11.80.030.

D. Specific Prohibitions. In addition to the general prohibitions set out in subsection A of this section, and unless otherwise exempted by this chapter, the following specific acts, or the causing or permitting thereof, are regulated as follows:

7. Construction and Demolition. No person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of 8 p.m. and 7 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. This section shall not apply to the use of power tools as provided in subsection (D)(9) of this section.

**Existing Noise Levels**

As detailed in the Noise Impact Analysis (Appendix I, to identify the existing ambient noise level environment, long term noise level measurements were taken at two locations in the Project study area. The short-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient noise levels surrounding the Project site. The existing noise levels are provided in Table N-4.

**Table N-4: Existing (Ambient) Noise Measurement Results**

Site No.	Site Description <sup>1</sup>	Average (dBA L <sub>eq</sub> )	Maximum (dBA L <sub>max</sub> )	(dBA L <sub>eq</sub> 1-hour/Time)		Average (dBA CNEL)
				Minimum	Maximum	
A	Located on a tree on the south side of the project site, approximately 45 feet north of Brodiaea Avenue centerline and 155 feet east of Oliver Street centerline.	53.5	82.5	41.5 2:06 a.m.	59.0 7:22 a.m.	58.8
B	Located on a fence at the northwest corner of the project site, approximately 40 feet east of Oliver Street centerline.	60.9	85.3	48.2 2:28 a.m.	66.1 10:57 a.m.	63.6

<sup>1</sup>Noise measurements were taken with two Extech Model 407780 Type 2 sound level meters from Wednesday, September 22, 2021 to Thursday, September 23, 2021. Source: Noise Impact Analysis (Appendix I)

**Construction**

As described above, construction noise sources are regulated within the City of Moreno Valley under section 11.80.030 which prohibits construction activities other than between the hours of 7:00 a.m. to 8:00 p.m. Monday through Friday, excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturday. To evaluate whether the Project would generate potentially significant short-term noise levels at offsite sensitive receiver locations, a construction-related noise threshold of 60 dBA Leq (Vista Environmental, 2021).

Noise impacts from construction activities associated with the Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Construction noise associated with the Project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment

Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the Project site, which are listed in Table N-5 below.

For the purposes of the Noise Impact Analysis, the closest sensitive receivers include a church located 65 feet north of the Project site and a single-family home located as near as 85 feet to the south of the Project site. The noise monitoring locations are located in Figure N-1: *Noise Monitoring Locations*, below.

For each phase of construction, the two noisiest pieces of construction equipment were analyzed based on being placed in the middle of the Project site, which is based on the analysis methodology detailed in FTA Manual for a General Assessment. In order to account for Section 11.80.030(C) of the Municipal Code, each receiver was placed 200 feet back from the Project site property lines. Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings.

**Table N-5 Worst-Case Scenario Noise Levels at Sensitive Receptors**

Construction Phase	Construction Noise Level <sup>1</sup> (dBA Leq) at:	
	Home to South	Church to North
Site Preparation	57	62
Grading	58	63
Building Construction	57	63
Paving	51	56
Painting	48	53
<b>City's Noise Threshold<sup>2</sup></b>	<b>60</b>	<b>65</b>
Exceed Thresholds?	<b>No</b>	<b>No</b>

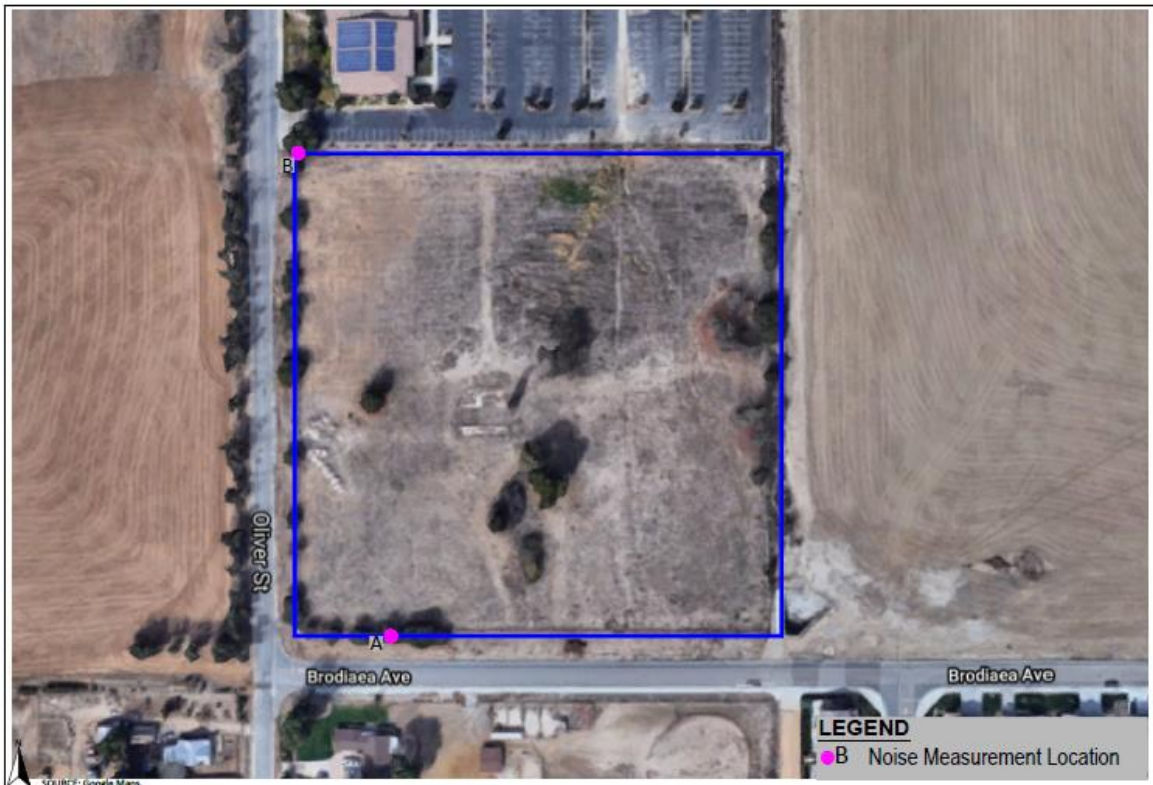
Notes:

<sup>1</sup> The distance from the center of the project site to the north and south sides of the project site is 320 feet. Pursuant to Section 11.80.030(C) of the Municipal Code an additional 200 feet was added, which result in both the home to south and church to north analyzed at 520 feet. For the home to the south, in order to account for the structures that are located within 200 feet of the project site property line, 5 dB of shielding was added to the RCNM Model.

<sup>2</sup> City Noise Threshold obtained from Section 11.80.030(C) of the Municipal Code.

Source: Noise Impact Analysis (Appendix I)

**Figure N-1 Noise Monitoring Locations**



As shown in Table N-5, the unmitigated construction noise levels, when combined with existing ambient noise levels, are expected to range from 48 to 58 dBA  $L_{eq}$  at the single-family residences, which would be less than the 60 dBA  $L_{eq}$  significance threshold. In addition, the noise levels are expected to range from 53 to 64 dBA at the church to the north. Therefore, the noise impacts due to Project construction noise would be less than significant.

### ***Operational Noise***

#### Off Site Vehicle Noise

The Project would consist of the development of 67 detached single-family homes. Potential noise impacts associated with the operations of the Project would be from project-generated vehicular traffic on the nearby roadways. The noise impacts related to vehicular traffic were modeled in the Noise Impact Analysis using a version of the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-108) and modified to account for the roadway active width and total average daily traffic (ADT). The existing year and future year with and without Project ADT noise levels were calculated. Table N-6 shows that at Project buildout, there would be a 0.3 dBA increase in noise due to the increase of Project-related traffic on Oliver Street. Table N-7 shows that in 2040, the Project would contribute a 0.5 dBA increase in noise due to the Project-related traffic. As the Project does not exceed the threshold of 3 dBA, impacts related to operational noise from traffic would be less than significant.

**Table N-6: Existing Project Traffic Noise Contributions**

Roadway	Segment	dBA CNEL at Nearest Receptor <sup>1</sup>			Increase Threshold <sup>2</sup>
		Existing	Existing Plus Project	Project Contribution	
Oliver Street	South of Alessandro Boulevard	60.2	60.8	+0.6	+3 dB

Notes:

<sup>1</sup> Distance to nearest sensitive receptors described above, does not take into account existing noise barriers.

<sup>2</sup> Increase Threshold obtained from MoVal 2040 FEIR, 2021.

Source: Noise Impact Analysis (Appendix I)

**Table N-7: Future Year 2040 Project Traffic Noise Contributions**

Roadway	Segment	dBA CNEL at Nearest Receptor <sup>1</sup>			Increase Threshold <sup>2</sup>
		Year 2040	Year 2040 Plus Project	Project Contribution	
Oliver Street	South of Alessandro Boulevard	60.7	61.2	+0.5	+3 dB

Notes:

<sup>1</sup> Distance to nearest sensitive receptors described above, does not take into account existing noise barriers.

<sup>2</sup> Increase Threshold obtained from MoVal 2040 FEIR, 2021.

Source: Noise Impact Analysis (Appendix I)

**Onsite Operational Noise**

Once the Project is operational, noise levels generated at the project site would occur from stationary equipment such as heating, ventilation, and air conditioning (HVAC) units that would be installed for the new development, internal street and driveway vehicle movements, trash removal activity, and activity at outdoor gathering areas. Typical noise levels from onsite operations at 50 feet from the noise source include the following:

- Air Conditioning Unit: 54.4 dBA L<sub>50</sub>
- Trash Enclosure Activity: 49.0 dBA L<sub>50</sub>
- Parking Lot Vehicle Movements: 33.5 dBA L<sub>50</sub>
- Outdoor Community Recreation Activity: 48.7 dBA L<sub>50</sub>

Typically, air conditioning units are located away from sensitive receivers and shielded to ensure that noise from operation of the units does not have the potential to result in an impact. To ensure compliance with City Municipal Code standards, the City’s building and plan check permitting process includes verification that the location of operational noise sources would not result in an exceedance of the Municipal Code standards. Thus, the City’s standards development permitting process would ensure that the Project would not generate onsite operational noise that would exceed noise standards within the Project site or surrounding land uses.

General Plan Policy N-1.4 requires that new developments within the City to meet the “normally acceptable” standard. The “normally acceptable” noise standard for single-family homes is 65 dBA CNEL or less. The project site will have homes adjacent to Oliver Street that is adjacent to the west side of the project site, and to Brodiaea Avenue on the south side of the project. According to the Noise Study (Appendix I) the expected noise levels at the backyards for all proposed residential units adjacent to Oliver Street are expected to be within the City’s 65 dBA CNEL residential exterior noise standard without a sound wall condition. Brodiaea Avenue is classified as a local roadway that consists of low traffic volumes at slower speeds and the traffic noise from Brodiaea Avenue would not make a significant contribution to the noise environment. As such, the noise level from Brodiaea Avenue is not required to be analyzed. Based on the above information, there would not be a significant impact.

b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**



**Less than Significant.**

**Construction**

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Vibration impacts from construction activities associated with the Project would typically be created from the operation of heavy off-road equipment. Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Equipment that is anticipated to be used during construction and vibration levels are outlined in Table N-8 below.

**Table N-8: Vibration Source Levels for Construction Equipment**

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (L <sub>v</sub> )at 25 feet
Pile driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, 2018.

The nearest vibration sensitive receptor to the Project site is the church located 65 feet north of the Project site. Since the City's Municipal does not provide a quantifiable vibration level for construction activities, Caltrans guidance has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV. Based on typical propagation rates, the vibration level at the nearest offsite structure (65 feet to the north) would be 0.03 inch per second PPV. The vibration level at the nearest offsite structure would be below the 0.25 inch per second PPV threshold detailed above. Thus, impacts during construction would be less than significant.

**Operation**

The Project would consist of the development of 67 single-family homes. The ongoing operation of the Project would not include the operation of any known vibration sources other than typical onsite vehicle operations for a residential development. Therefore, a less than significant vibration impact is anticipated from operation of the Project.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** The Project would not expose people residing or working in the Project area to excessive noise levels from aircraft. The nearest airport is March Air Reserve Base that is located as near as 4.5 miles southwest of the Project site. The Project site is located outside of the 60 dBA CNEL noise contours of this airport. Therefore, the homes would not be exposed to excessive aircraft noise. No impact would occur from aircraft noise.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted July 15, 2021
  - Chapter 7 – Noise
    - Map N-1: Existing Noise Contours
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified July 15, 2021
  - Section 4.13 – Noise
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
  - Section 9.10.140 Noise and Sound
4. Moreno Valley Municipal Code Chapter 11.80 Noise Regulations
5. March Air Reserve Base (MARB)/March Inland Port (MIP) Airport Land Use Compatibility Plan (ALUCP) on November 13, 2014, (<http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>)

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

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less Than Significant Impact.** The Project would construct 67 single-family detached residential units. The Southern California Association of Governments (SCAG) reports that the City’s population was 208,838 in 2020. The SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast, adopted by the SCAG Regional Council on September 3, 2020, estimates that the Moreno Valley population will reach 266,800 in 2045 and the countywide population will reach 2,815,000 in 2045. According to the 2018 American Community Survey 5-Year Estimates, there were 50,620 households in the City of Moreno Valley. In 2020, the average household size was 3.85 persons per household (when reviewing the period between 2016 – 2020, the average household size was 4.04 persons per household according to the US Census).

Based on this information, the proposed 67 single-family residences would result in an increase of approximately 270 new residents. With the City having a total of 256,600 people, the addition of 270 new residents would represent a population increase of 0.1 percent and the new residential units would result in a 0.001 percent increase in residential units within the City. The Southern California Association of Governments (SCAG) Demographics and Growth Forecast (SCAG 2021) forecasts 76,200 households in the City in year 2045, which is an increase of 25,580 residential units over the number of units in the City’s Housing Element. The Project would result in 0.26% of the total forecasted

number of residential units by 2045. Based on the City's forecasted growth projections, the Project would be well within the projected increase in people and households as anticipated within the City. Thus, the project would not directly result in substantial unplanned growth. Therefore, potential impacts related to inducement of unplanned population growth, either directly or indirectly, would be less than significant.

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





**Response:**

**No Impact.** The Project site is currently vacant yet disturbed and does not contain any housing or buildings. The Project would develop the site to construct 67 new single-family residences. As the Project would develop on vacant yet disturbed land, people and housing would not be displaced by implementation of the Project. In addition, the Project would provide housing within the City. Thus, no impact would occur.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. California Department of Finance. January 2021. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>
2. City of Moreno Valley Housing Element 2021-2029 <http://www.moval.org/cdd/documents/general-plan-update/draft-docs/GP-Elements/HousingElement.pdf>
3. Southern California Association of Governments Demographics and Growth Forecast. Table 14 Jurisdiction-Level Growth Forecast, September 2021 [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579)
4. US Census Quick Facts for City of Moreno Valley, California: <https://www.census.gov/quickfacts/fact/table/morenovalleycitycalifornia/HSD310220#HSD310220>

**XV. PUBLIC SERVICES – Would the project:**

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

i) Fire protection?





**Response:**

**Less than Significant.** The Moreno Valley Fire Department (MVFD) would provide fire protection services to the Project. MVFD station number 99, located at 13400 Morrison Street, is the closest fire station to the Project site. Fire station 99 is approximately 1.7 roadway miles or 4 minutes away from the Project site. As part of the permitting process, the Project plans would be reviewed by the City's

Fire Department and the Building and Safety Department (part of the Community Development Department) to ensure that the Project plans meet the fire protection requirements. Additionally, the proposed residences would be required to comply with City fire suppression standards including current California Building Code and would provide adequate fire access.

Due to the increase in onsite people that would occur from implementation of the Project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the increase in residents onsite is limited, and would not increase demands such that the existing fire station would not be able to accommodate servicing the Project in addition to its existing commitments, and provision of a new or physically altered fire station would not be required that could cause environmental impacts. The MVFD Strategic Plan has identified future fire stations within the planning area that would be developed as the need for fire stations and emergency services increases with future development. In addition, the City's General Plan adopted on June 15, 2021, anticipates approximately 43,882 residents within the Planning Area by 2040 which would necessitate construction of additional fire stations. As mentioned in Section XIV, the Project would generate approximately 270 new residents within the City which would result in 0.61% of the total expected increase. Thus, the Project would have a less than significant impact on fire protection and emergency medical services.

Additionally, as discussed in the General Plan Program EIR, the City requires payment of a Development Impact Fee to assist the City in providing for fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. Therefore, impacts related to fire protection services from the Project would be less than significant.

ii) Police protection?





**Response:**

**Less than Significant.** Police protection services would be provided to the Project by the Moreno Valley Police Department (MVPD) and the Riverside County Sheriff's Department. MVPD operates out of the Moreno Valley Station, located at 22850 Calle San Juan De Los Lagos. The station is approximately 5.3 roadway miles or 13 minutes away from the Project site. Per the City's General Plan, the City has a police staffing standard of at least 1 officer per 1,000 residents. Calls to the MVPD are prioritized and assigned by urgency, from greatest urgency (Priority 1) through non-emergency calls (Priority 3). Table PS-1 shows the target and average response times for Priority 1 through Priority 3 responses.

**Table PS-1: MVPD Response Times**

Call Type	Target	Response Time (2019)
Priority 1 Calls	6 minutes	6:37
Priority 2 Calls	15 minutes	22:01
Priority 3 Calls	35 minutes	42:46

Due to the increase of 270 residents that would occur from implementation of the Project, an incremental increase in demand for police protection would occur. However, the Project would include security lighting and other security measures. In addition, the increase in demand would be limited, and would not require provision of a new or physically altered police facility that could cause environmental impacts or require the retention of an additional police officer per the City's staffing standard and impacts would be less than significant.

Additionally, the Project would be required to pay Development Impact Fees which would assist the City in providing for police protection facilities. Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection facilities, which may be

applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project.

iii) Schools?





**Response:**

**Less than Significant.** The Project site is located within the Moreno Valley Unified School District. The schools serving the Project site are listed and described below.

- La Jolla Elementary School, located at 14745 Willow Grove Place, has a capacity of 705 students (MVUSD 2021).
- Landmark Middle School, located at 15261 Legendary Drive, has a capacity of 1,436 students (MVUSD 2021).
- Vista De Lago High School, located at 15150 Lasselle Street, has a capacity of 2,823 students (MVUSD 2021).

**Table PS-1: School Enrollment Between 2020-21 and 2014-15**

School	Total Capacity	2020-21	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15
La Jolla Elementary School	705	707	726	740	758	817	843	842
Landmark Middle School	1436	984	1,086	1,160	1,217	1,203	1,201	1,244
Vista De Lago High School	2823	2,033	1,991	2,118	2,063	2,024	2,143	2,189

Source: California Department of Education and MVUSD.

As discussed in Section XIV, Population and Housing, the Project would result in 270 new residents. Based on the MVUSD student generation rates utilized in the City's General Plan, the Project would result in 86 elementary students, 44 middle school students, and 60 high school students. However, MVUSD projected an increase of 12,477 students between 2012 and 2035, based on the projected 17,099 additional housing units expected to be built. Based on the student generation rates and total capacity, the schools within MVUSD would have the capacity to accommodate the additional students from implementation of the Project.

In addition, the Project would be required to contribute fees to the Moreno Valley Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. As such, impacts would be less than significant.

iv) Parks?





**Response:**

**Less than Significant Impact.** There are four existing park facilities that provide 21.15 acres of parkland within two miles of the Project site, which include

- Celebration Park is located at 14965 Morgan Avenue, 1.0 mile from the Project site. The park is 6.65 acres and contains barbecues, lit basketball court, picnic tables, playground, walking path, and a water feature.
- Fairway Park is located at 27891 John F Kennedy Drive, 1.1 miles from the Project site. The park is 5.50 acres and contains barbecues, multi-use athletic field, picnic tables, playground, and a volleyball court.
- Ridge Crest Park is located at 28506 John F Kennedy Drive, 1.8 miles from the Project site. The park is 5.00 acres and contains barbecues, lit basketball court, multi-use athletic field, picnic tables, and a playground
- Vista Lomas Park is located at 26700 Iris Avenue, 1.8 miles from the Project site. The park is 4.00 acres and contains barbecues, lit basketball court, picnic tables, and a playground.

The City of Moreno Valley Department of Parks and Recreation owns and operates over 482 acres of parkland. The City has an existing standard of 2.68 acres of parkland per 1,000 residents and a goal of 3 acres of parkland per 1,000 residents. As described previously, approximately 258 new residents would occur from the Project, Thus, the Project would require approximately 0.61 acres of parkland to support the new residents.

The Project would develop 67 single family homes and a 0.56-acre open space pedestrian trail designated as an open space recreation area on the site for use by residents. Therefore, some of the Project's park and recreational demand would be met by the provision of the onsite facilities. However, there is a 0.25-acre deficit that would not be met by the open space and park provided by the Project. The Project would be consistent with General Plan Policy PPS 1-2 which requires new development to contribute to parks and recreational facilities within the community either through dedication of park land or through payment of in-lieu fees. Thus, the Project would pay in-lieu fees for the 0.25-acre of parkland that is not met by the open space area provided.

A slight increase in demand on the existing parks could occur from the additional 270 residents that would be generated from the Project. However, impacts from the Project are anticipated to be minimal due to the limited number of residents that would be generated, existing amount of park facilities, and the 0.56-acre onsite open space pedestrian trail. The slight increase in demand for park facilities that could occur from 270 residents would be met by the proposed onsite open space pedestrian trail and existing park facilities that are within 2 miles of the Project site. Therefore, the project would not increase demands such that provision of a new or physically altered parks would be required that could cause environmental impacts. Thus, impacts are less than significant.

v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** As noted in the response to Issue XIV(a) above, development of the Project would result in an increase in the population of the Project area and would slightly increase the demand for public services, including public health services and library services. However, the increase in residents within the Project site is anticipated in the total increase of residents within the City's General Plan. Therefore, impacts related to other public services would be less than significant. In addition, the Project would be required to provide payment of the Development Impact Fee to assist the City in providing public services pursuant to City conditions.

**Existing Plans, Programs, or Policies (PPPs)**  
 None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive General Plan Update and Climate Action Plan (MoVal 2040), adopted XX, 2021
  - Section 4.14 Public Services and Recreation
    - Figure 4.15-2 Existing and Planned Recreation Facilities
2. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code

**XVI. RECREATION – Would the project:**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant Impact.** Demand for park and recreational facilities are generally the direct result of residential development. The Project would develop 67 single family homes and a 0.56-acre open space pedestrian trail on the site for use by residents. Therefore, some of the Project’s park and recreational demand would be met by the provision of the onsite facilities. The State of California recognizes a minimum level of service standard for parkland of 3 acres per 1,000 residents. As described previously in the Section XV discussion, the approximate 270 new residents would equate to needing approximately 0.81 acres of park and recreational area. This means that the Project has a deficit of 0.25 acres of open space. However, this deficit would be offset by the payment of fees requires by PPS 2-1, as previously described in Section XV.

Due to the limited increase in population from implementation of the Project, provision of onsite open space for recreation, and the payment of fees supporting open space, the Project would not result in the increase in the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated. As such, impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant Impact.** As described above, the Project includes a 0.56-acre open space pedestrian trail that would provide onsite recreation. The impacts of development of the trail are considered part of the impacts of the Project as a whole and are analyzed throughout the various sections of this IS/MND. Activities such as excavation, grading, and construction as required for the recreation area are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

Additionally, as described in the previous response, the approximately 270 new residents would require approximately 0.81 acres of recreational areas. The Project would pay in-lieu fees to accommodate the 0.25 acres of recreational facilities that are not included in the Project. Thus, the project would have a limited increase in use of existing public recreation facilities and would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

- 3. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive General Plan Update and Climate Action Plan (MoVal 2040), certified June 15, 2021
  - Section 4.14 Public Services and Recreation
    - Figure 4.15-2 Existing and Planned Recreation Facilities
- 4. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code

**XVII. TRANSPORTATION – Would the project:**

a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** The Project would develop 67 single-family residences. Vehicular access to the Project site would be provided by two ingress and egress driveways from Oliver Street and Brodiaea Avenue. The Project includes 5 new internal streets that would provide circulation for passenger car traffic onsite. A scoping agreement was prepared for the Project and approved on October 18, 2021 (see Appendix J). As shown on Table T-1, the Project is anticipated to generate approximately 632 daily trips with 47 trips during the AM peak hour and 63 trips during the PM peak hour.

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

			AM Peak Hour			PM Peak Hour			
Land Use	Units	Daily	In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
Single-Family Detached Housing <sup>1</sup>	DU	9.430	0.182	0.518	0.700	0.592	0.348	0.940	
<u>Project Trip Generation</u>									
Single Family	67	DU	632	12	35	47	40	24	63
Total Trip Generation			632	12	35	47	40	24	63

<sup>1</sup> Trip rates from the Institute of Transportation Engineers, *Trip Generation, 11th Edition*, 2017. Land Use Code 210 - Single-Family Detached Housing.

Source: Discovery Scoping Agreement (Appendix J)

The Project site has been designed to construct onsite roadway improvements consistent with the City guidelines. The Project would also include offsite street road improvements on Oliver Street and Brodiaea would occur in order to build out ultimate curb and gutter along the Project frontage. In addition, the Project would pay Development Impact Fees as conditioned by the City. The fees shall



be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

**Alternative Transportation**

The Riverside Transit Agency (RTA) operates Route 20 along Alessandro Boulevard with a bus stop at the corner of Nason Street and Cactus Avenue. Additionally, the Project would include a sidewalk along Oliver Street and Brodiaea Avenue. The Project would improve the existing pedestrian access to nearby locations. Therefore, the Project would also not conflict with pedestrian facilities. Overall, Project impacts to transit, bicycle, and pedestrian facilities would be less than significant.

b) Conflict or be inconsistent with <a href="#">CEQA Guidelines section 15064.3, subdivision (b)</a> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the State CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of GHGs, the development of multimodal transportation networks and a diversity of land uses. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

State CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

The City of Moreno Valley TIA Guidelines for CEQA were consulted to determine whether a VMT analysis would be required for the Project. The Project is consistent with the RTP/SCS, which designates the site as Medium Density Single Family Residential with a target density of 3-8 dwelling units per acre. The Project proposes a density of 7.61 dwelling units per gross acre. The City’s VMT guidelines state that “if a project is consistent with the RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence. The RIVTAM Screening Tool identifies that the City of Moreno Valley was found to have a VMT per Capita of 13.269, and the VMT of the Project is 13.262 per Capita. As the Project is consistent with the RTP/SCS and is located in a low VMT area according to the RIVTAM screening tool, the VMT impacts of the Project would be considered less than significant (Appendix J). Therefore, impacts related to VMT would be less than significant; and the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.** Vehicular access to the Project site would be provided via ingress and egress driveways connecting to Oliver Street and Brodiaea Avenue. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. The Project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. The Project includes internal driveways that would provide vehicular access to the single-family residences. Design of the Project, including the internal private roadway, ingress, egress, and other streetscape changes are subject to the City’s development standards. For example, the design of the Project circulation would be reviewed to ensure fire engine accessibility and turn around area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant.

d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.**

**Construction**

The construction activities, including equipment and supply staging and storage, would occur within the Project site, and would not restrict access of emergency vehicles to the Project site or adjacent areas. The installation of driveways and connections to existing infrastructure systems that would be implemented during construction of the Project could require the temporary closure of one side or portions of Oliver Street and Brodiaea Avenue for a short period of time (i.e., hours or a few days). However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Thus, implementation of the Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level.

**Operation**

As described previously, the Project area would be accessed from two driveways connecting to Oliver Street and Brodiaea Avenue. The construction permitting process would provide adequate and safe circulation to, from, and through the Project area, and would provide routes for emergency responders to access different portions of the Project area. Because the Project is required to comply with all applicable City codes, as verified by the City, potential impacts related to inadequate emergency access would be less than significant.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 10 – Open Space and Conservation Element
  - Chapter 6 – Safety Element
2. Draft Environmental Impact Report City of Moreno Valley General Plan, certified June 15, 2021
  - Section 4.10 – Hydrology and Water Quality
  - Section 4.15 – Public Services
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
4. Moreno Valley Municipal Code Chapter 8.10 Stormwater/Urban Runoff Management and Discharge Controls
5. Moreno Valley Municipal Code Section 8.21.170 National Pollutant Discharge Elimination System (NPDES).
6. Moreno Valley Municipal Code Chapter 8.80 – Recycling and Diversion of Construction and Demolition Waste
7. Eastern Municipal Water District, 2020 UWMP, <https://www.emwd.org/post/urban-water-management-plan>
8. <https://riversideca.gov/publicworks/sewer/master-plan/2019%20Sewer%20Master%20Plan%20Volume%201.pdf>

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

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in <a href="#">Public Resources Code Section 21074</a> as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in <a href="#">Public Resources Code Section 5020.1(k)</a> , or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Response:**  
**Less than Significant with Mitigation.** Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. As such, the City sent notices on February 15, 2022 regarding the Project to the following California Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity:

- Agua Caliente Band of Cahuilla Indians
- Desert Cahuilla / Torres Martinez Indians
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseño Indians

The San Manuel Band of Mission Indians responded to the City’s AB 52 consultation notice and did not request formal consultation. However, the Tribe requested inclusion of mitigation due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. The Rincon Band of Luiseno Indians responded to the notice and requested formal consultation within the 30-day period. Formal consultation was conducted with the tribe and concluded on May 16, 2022. Additional measures were provided by Rincon Band of Luiseno Indians due to the potential of the Project to unearth previously undocumented tribal cultural resources during construction. The Project site does not contain any known tribal cultural resources.

The Project site does not contain known resources eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Therefore, the Project would result in no impact.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of <a href="#">Public Resources Code section 5024.1</a> . In applying the criteria set forth in subdivision (c) of <a href="#">Public Resources Code section 5024.1</a> , the lead agency shall	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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consider the significance of the resource to a California Native American tribe.				
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**Response:**

**Less than Significant.** As discussed above, to avoid potential adverse effects to cultural resources, MM CUL-1 has been included, which requires archaeological monitoring during project grading and preparation of a CRMP. Additionally, MM TCR-1 through TCR-10 have been included, as agreed upon during AB 52 consultation, to provide for Native American monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated. Mitigation measures MM CUL-1 and MM TCR-1 through TCR-10 are included in the event of any inadvertent discoveries during construction activities.

Additionally, as described previously, California Health and Safety Code, Section 7050.5 requires that if human remains are discovered in the Project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of MM CUL-1 and MM TCR-1 through MM TCR-10, impacts to TCRs would be less than significant.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

**MM TCR-1: Archaeological Monitoring.** Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist, who meets the U.S. Secretary of the Interior Standards, to conduct monitoring of all mass grading and trenching activities.

The Project Archaeologist, in consultation with the Consulting Tribe(s) including Rincon Band of Luiseño Indians, the contractor, and the City, shall develop a CRMP as defined in TCR-3. The Project archeologist shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The archaeological monitor shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed.

**MM TCR-2: Native American Monitoring.** Prior to the issuance of a grading permit, the Developer shall secure agreements with the Rincon Band of Luiseño Indians for tribal monitoring. The City is also required to provide a minimum of 30 days' advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, City, the construction manager and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.

**MM TCR-3: Cultural Resource Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:
  - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
  - ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to MM CR-1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in CR-1. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.

**MM TCR-4: Cultural Resource Monitoring Plan (CRMP).** The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting Tribe is defined as a Tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- a) Project description and location;
- b) Project grading and development scheduling;
- c) Roles and responsibilities of individuals on the Project;
- d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;
- e) The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
- f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items.

Contact information of relevant individuals for the Project.

**MM TCR 5: Grading Plan.** The City shall verify that the following note is included on the Grading Plan:

"If any suspected archaeological resources are discovered during ground –disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."

**MM TCR 6: Inadvertent Finds.** If potential historic or cultural resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground disturbing activities in the affected area within 100 feet of the uncovered resource must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the

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

**MM TCR 7: Human Remains.** If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the “most likely descendant”. The “most likely descendant” shall then make recommendations and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).

**MM TCR 8: Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

**MM TCR 9: Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

**MM TCR 10: Tribe Notification.** The Rincon Band of Luiseno Indians – Cultural Resources Department (RBLI) shall be contacted regarding any precontact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. In the event of any precontact and/or historic-era finds, RBLI shall be included as a consulting tribe under TCR-1 through TCR-9.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 7 – Conservation Element – Section 7.2 – Cultural and Historical Resources
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021
  - Section 5.10 – Cultural Resources
    - Figure 5.10-1 – Locations of Listed Historic Resource Inventory Structures
    - Figure 5.10-2 – Location of Prehistoric Sites
    - Figure 5.10-3 – Paleontological Resource Sensitive Areas
  - Appendix F – Cultural Resources Analysis, Study of Historical and Archaeological Resources for the Revised General Plan, City of Moreno Valley, Archaeological Associates, August 2003.
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
4. Moreno Valley Municipal Code Title 7 – Cultural Preservation
5. Cultural Resources Inventory for the City of Moreno Valley, Riverside County, California, prepared by Daniel F. McCarthy, Archaeological Research Unit, University of California, Riverside, October 1987  
*(This document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.)*

**XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:**

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant.**  
*Water Infrastructure*

The Project applicant would develop the Project site with 67 single-family residences, which is currently served by Eastern Municipal Water District (EMWD) water infrastructure and would install new water infrastructure on the Project site that would connect to existing water infrastructure within Oliver Street. The new onsite water system would convey water supplies to the proposed residential units and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

The Project would continue to receive water supplies through the existing water lines located within the Oliver Street right-of-way that have the capacity to provide the increased water supplies needed to serve the Project, and no expansions of the water pipelines that convey water to the Project site would be required. Installation of the new onsite water distribution lines would only serve the Project and would not provide new water supplies to any off-site areas.

The construction activities related to the onsite water infrastructure that would be needed to serve the Project is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this IS/MND. For example, a discussion of construction emissions from excavation and installation of the water infrastructure is included in Sections III, *Air Quality* and VIII, *Greenhouse Gas Emissions*. Therefore, the Project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

*Wastewater*

The Project site is currently served by the existing EMWD sewer lines. The Project includes installation of onsite sewer lines that would connect to the existing sewer lines within Oliver Street and Brodiaea Avenue. The existing sewer lines would accommodate development of the Project site and would not require expansion to serve the Project. The necessary onsite installation of wastewater infrastructure

is included as part of the Project and would not result in any physical environmental effects beyond those identified in other sections of this IS/MND.

*Storm Drainage*

As discussed previously, the Project site is relatively flat, and runoff onsite would be conveyed into catch basins to collect stormwater runoff and direct flows to four proposed bioretention basins for treatment.

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

*Electric Power*

The Project would connect to the existing Southern California Edison electrical distribution facilities that are adjacent to the Project site along the east side of Oliver Street and would not require the construction of new electrical facilities. New underground electrical service lines would be installed as part of the backbone infrastructure for the Project. The existing overhead electrical lines need to be undergrounded, along the property frontages of Oliver Street.

*Natural Gas*

The Project would connect to the existing Southern California Gas natural gas distribution facilities within Brodiaea Avenue.

The installation of the utilities at the locations as described above are evaluated throughout this IS/MND and found to be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant:** Water service would be provided to the Project site by the EMWD. The 2020 EMWD Urban Water Management Plan (UWMP), adopted in July 2021, describes that the EMWD service area includes seven incorporated cities (including a portion of Moreno Valley) in addition to unincorporated areas of Riverside County (Eastern Municipal Water District, 2021). The Project site has an existing land use designation of R5 which allows for the development of 44 residences. The Project includes a general plan amendment to R10 and zone change to Residential Single-Family 10 District (RS10) which would allow for the development of 67 single-family residences.

According to the UWMP, EMWD has a diverse portfolio of local and imported supplies. Local supplies include recycled water, potable groundwater, and desalinated groundwater. Additionally, groundwater is produced from two management agencies within the service area. In addition to the production of potable groundwater, EMWD treats brackish groundwater at two locations, with a third desalter scheduled to come online this year (2021). In addition to local supplies, EMWD receives imported water from the Metropolitan Water District of Southern California (Metropolitan) in three forms: delivered directly as potable water, delivered to EMWD as raw water and then treated at EMWD’s two local filtration plants, or delivered to EMWD as raw water for non-potable use and groundwater recharge. Approximately half of the water used in the EMWD service area is imported by Metropolitan.



The 2020 EMWD UWMP details that EMWD has adequate supplies to serve its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand. To track new developments, EMWD updates a Geographic Information System (GIS) database that tracks proposed development quarterly. Currently, EMWD is tracking the status of over 800 proposed projects and over 125,000 equivalent dwelling units. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments (SCAG). EMWD's growth forecasts include both the retail and wholesale service areas. Proposed density of the Project would be 7.6 dwelling units per acre. The City's MoVal 2040 General Plan Draft Program Environmental Impact Report (DEIR) identified that the buildout of the General Plan would be consistent with 2040 SCAG projections.

The 2020 UWMP describes that the total demand for water in 2025 would be 102,600 AFY that would increase to 123,000 AFY in 2045. However, as shown in Table UT-1, EMWD would have a supply of 145,930 AFY in 2025 and a supply of 187,100 AFY in 2045. This provides an estimated surplus of 43,330 AFY in 2024 and a surplus of 61,100 AFY in 2045. The Project would include 23 additional residences in comparison to the General Plan assumptions. Based on SCAG housing data of 46,378 single family residences within the City and the 52,162 AFY demand for single family residences in the EMWD UWMP, a single-family residence demands 1.12 AFY. Thus, the additional 23 units would result in an additional 25.76 AFY. Therefore, the Project would be within the EMWD UWMP projected water demand. Thus, sufficient water supplies are available to serve the Project. Impacts related to water supplies would be less than significant.

**Table UT-1: EMWD UWMP Projected Water Demand (Acre Feet per Year)**

	2025	2030	2035	2040	2045
<b>Water Demand</b>					
<b>Single Family Residential Demand</b>	66,900	71,700	76,700	80,500	84,000
<b>Total EMWD Demand</b>	102,600	108,300	114,400	118,900	123,000
<b>Water Supply</b>					
<b>Total EMWD Supply</b>	145,930	157,320	168,900	178,700	187,100

Source: 2020 EMWD UWMP

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



**Response:**

**Less than Significant.** EMWD is responsible for all wastewater collection and treatment in its service area. It has four regional water reclamation facilities (RWRFs) located throughout EMWD. Wastewater from the Project site would be conveyed to the Moreno Valley Regional Water Reclamation Facility that typically treats 11 million gallons per day (MGD). The Moreno Valley Reclamation Facility has a current capacity of 16 MGD and an ultimate capacity of 18 MGD. Thus, the plant currently has additional capacity of 5 MGD and future additional capacity of 7 MGD.

The EMWD 2015 Wastewater Collection System Master Plan Update identifies the estimated wastewater generation that would result from different land use categories based upon a generation rate of 235 gallons per day (gpd) equivalent dwelling unit (EDU). The Wastewater Master Plan also identifies that single-family residences with an average density of 6 units per acre (the closest land use category to the Project) generate 0.9 EDU per residence.

Based on this information, the proposed 67 residences Project would generate approximately 15,646 gallons per day, which would be within the existing and future additional capacity of the Moreno Valley Regional Water Reclamation Facility. Therefore, impacts related to wastewater system capacity would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response:

**Less than Significant.** In 2019, the majority of the solid waste from the City, which was disposed of in landfills, went to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept 16,054 tons per day of solid waste and is permitted to operate through 2051. In June 2019, a maximum of 13,796 tons in a day was disposed at the El Sobrante Landfill, which provides for a remaining capacity of 2,258 tons per day.

**Construction**

Project construction would generate solid waste for landfill disposal in the form packaging and discarded materials would be generated by the Project over the 14-month construction period. However, Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated.

As described above, the El Sobrante Landfill has additional capacity of approximately 2,258 tons per day. Therefore, the El Sobrante Landfill would be able to accommodate solid waste from construction of the Project.

**Operation**

The CalEEMod modeling for operation of the project (Appendix A) estimated that operation of the Project would generate approximately 79 tons per solid waste per year; or 1.5 tons per week. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately .4 tons per week. As the El Sobrante Sanitary Landfill has additional capacity of approximately 3,488 tons per day, the solid waste generated by the Project would be within the capacity of the landfill. Thus, the Project would be served by a landfill with sufficient permitted capacity to accommodate the Project’s solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response:

**Less than Significant.** The Project would result in new development that would generate an increased amount of solid waste. All solid waste generating activities within the City are subject to the requirements set forth in Section 5.408.1 of the 2016 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste.

In addition, as stated in Response IX(d) above, the Project would be required comply with the City’s Municipal Code Chapter 8.80, Recycling and Diversion of Construction and Demolition Waste, which requires that developments must divert at least 50 percent of waste generated from demolition and construction and submit a waste management plan. In addition, the Project would be required to comply with all federal, State, and local regulations related to solid waste. Furthermore, the Project would comply with all standards related to solid waste diversion, reduction, and recycling during Project construction and operation. Therefore, the Project is anticipated to result in less than significant impacts

related to potential conflicts with federal, State, and local management and reduction statutes and regulations pertaining to solid waste.

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

**PPP E-1:** CalGreen Compliance. As listed previously in Section VI, Energy.

**PPP UT-1:** AB 341. Implementation of the project shall comply with AB 341 that would divert a minimum of 75 percent of operational solid waste from landfill facilities.

**PPP UT-2:** Implementation of the project shall comply with the City’s Municipal Code Chapter 8.80, Recycling and Diversion of Construction and Demolition Waste, which requires that developments must divert at least 50 percent of waste generated from demolition and construction and submit a waste management plan.

**Project Design Features**

None.

**Mitigation Measures**

None.

**Sources:**

- 9. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 10 – Open Space and Conservation Element
  - Chapter 6 – Safety Element
- 10. Draft Environmental Impact Report City of Moreno Valley General Plan, certified June 15, 2021
  - Section 4.10 – Hydrology and Water Quality
  - Section 4.15 – Public Services
- 11. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
- 12. Moreno Valley Municipal Code Chapter 8.10 Stormwater/Urban Runoff Management and Discharge Controls
- 13. Moreno Valley Municipal Code Section 8.21.170 National Pollutant Discharge Elimination System (NPDES).
- 14. Moreno Valley Municipal Code Chapter 8.80 – Recycling and Diversion of Construction and Demolition Waste
- 15. Western Municipal Water District, 2020 UWMP, [https://www.wmwd.com/DocumentCenter/View/5433/Western-Final-Adopted-UWMP\\_20210630?bidId=](https://www.wmwd.com/DocumentCenter/View/5433/Western-Final-Adopted-UWMP_20210630?bidId=)
- 16. <https://riversideca.gov/publicworks/sewer/master-plan/2019%20Sewer%20Master%20Plan%20Volume%201.pdf>

**XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Response:**

**Less than Significant.** According to the CAL FIRE Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area that may contain substantial fire risk or a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2021). The Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As stated in Section IX of this IS/MND, the Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Additionally, the Project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would substantially impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Therefore, impacts

related to emergency response and evacuation plans associated with construction of the Project would be less than significant.

The Project does not include any changes to public or private roadways that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, the Project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. In addition, during the operational phase of the Project, onsite access would be required to comply with standards established by the City and Moreno Valley Fire Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City and Fire Department's standards. The Project would provide adequate emergency access to the site via driveways from Brodiaea Avenue and Oliver Street; the driveways and Oliver Street; the driveways would connect to an internal access way that would ensure access for emergency vehicles within the interior of the site. Further, access to and from the Project site for emergency vehicles would be reviewed and approved by the Moreno Valley Fire Department and the City as part of the Project approval process to ensure the Project is compliant with all applicable codes and ordinances for emergency vehicle access. Because the Project is required to comply with all applicable City codes, as verified by the City, any potential impacts related to an emergency response or evacuation (if any) would be less than significant.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** As stated previously, the Project site is not located within a VHFHSZ. Additionally, the Project site and surrounding area are currently developed, are being developed, or are vacant and disturbed and therefore, lack extensive combustible materials and vegetation necessary for the uncontrolled spread of a wildfire.

The Project site is relatively flat and there are limited elevation changes in the Project vicinity. The Project proposes a residential development in a relatively urbanized area characterized by existing residential and commercial uses. As such, the Project itself would not exacerbate wildfire risks as compared to existing conditions because it is representative of existing development in the area. Thus, no impact related to other factors that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the Project.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Response:**

**No Impact.** The Project does not require the installation or maintenance of associated infrastructure (including roads, fuel breaks, emergency water sources, power lines, or other utilities) that would exacerbate fire risk or that would result in impacts to the environment. Although the Project includes new driveways within the Project site, the Project does not include any changes to public or private roadways that would exacerbate fire risk or that would result in impacts to the environment. Although utility improvements, including domestic water, recycled water, sanitary sewer, and storm drain lines proposed as part of the Project would be extended throughout the Project site, these utility improvements would be underground and would not exacerbate fire risk. Project design and implementation of utility improvements would be reviewed and approved by the City as part of the Project approval process to ensure the Project is compliant with all applicable design standards and regulations. Therefore, the Project would not include infrastructure (such as roads, fuel breaks,

emergency water sources, power lines, or other utilities), that would exacerbate fire risk or that would result in impacts to the environment.

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



**Response:**

**Less than Significant.** As discussed in Section X of the IS/MND, the Project site is located in FEMA Zone A which is within a special flood hazard area subject to inundation by the 1% annual chance flood with no base flood elevations determined. However, the Project would be required to comply with Section 8.12.170 of the City’s Municipal Code which establishes construction standards for areas of special flood hazards. During Project construction soil would be compacted, and drainage patterns would be temporarily altered due to grading, and there would be an increased potential for flooding compared to existing conditions. However, construction BMPs would be identified and implemented as part of the Project. Implementation of construction BMPs would control and direct surface runoff to prevent flooding, and as such, Project construction would not expose people or structures to significant risks related to downslope and downstream flooding. Therefore, impacts would be less than significant.

During operation, the Project would not substantially alter the existing on-site drainage patterns. Compliance with the proposed operational BMPs would ensure onsite storm drain facilities would be sized to accommodate stormwater runoff from the Project site so that onsite flooding would not occur. Therefore, impacts would be less than significant.

As established in Section VII of this IS/MND, there are no landslide zones close to or within the boundaries of the Project site. The Project site is relatively flat; therefore, the risk of slope failure represents a limited level of concern on the Project site. Further, projects in the City of Moreno Valley are required to comply with the CBC, which would include the incorporation of: 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that it would withstand the effects of strong ground shaking. These features would reduce potential impacts related to landslides to a less than significant level. Therefore, with implementation of the CBC, the Project would not expose people or structures to significant risks, including downslope or downstream landslides, and impacts (if any) would be less than significant.

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

None.

**Project Design Features (PDFs)**

None.

**Mitigation Measures**

None.

**Sources:**

1. Moreno Valley General Plan, adopted June 15, 2021
  - Chapter 6 – Safety
2. Final Environmental Impact Report City of Moreno Valley General Plan, certified May 20, 2021
  - Section 4.9 – Hazards and Hazardous Materials
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
4. Local Hazard Mitigation Plan, City of Moreno Valley Fire Department, adopted October 4, 2011, amended 2017, [http://www.moval.org/city\\_hall/departments/fire/pdfs/haz-mit-plan.pdf](http://www.moval.org/city_hall/departments/fire/pdfs/haz-mit-plan.pdf)

- Threat Assessment 3 – Wildfire

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

<p>a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant with Mitigation Incorporated.** As discussed in Section IV of this IS/MND, the Project site is not populated or used by any species identified as a candidate, sensitive, or special status, and does not contain habitat that would support sensitive species. Furthermore, the Biological Resources Assessment determined that the Project would be consistent with the provisions of the MSHCP through payment of fees. The Project would implement MM BIO-1 requiring nesting bird surveys. In addition, MM BIO-2 requires that a 1602 Streambed Alteration Agreement shall be obtained from the CDFW for the proposed impacts to 0.15 acres of CDFW jurisdiction. The proposed 0.05 acres of impacts to waters of the State would require waste discharge requirements (WDR) under Porter-Cologne from the Santa Ana RWQCB. A MSHCP DBESP shall be prepared for impacts to 0.15 acre of riverine resources. In addition, the Project shall purchase offsite mitigation at a 2:1 ratio to accommodate the impacts to the 0.15 acres from an agency-approved mitigation bank. Therefore, impacts related to biological resources would be less than significant with incorporation of mitigation measures.

As discussed in Section V, *Cultural Resources*, there are no historic resources located with the Project site. In addition, surveys revealed that the potential for encountering archaeological and paleontological resources on the site is high. However, with incorporation of MM CUL-1, MM PAL-1, and MM TCR-1 through MM TCR-10, impacts to cultural and paleontological resources and TCRs would be less than significant.

<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Response:**  
**Less than Significant with Mitigation Incorporated.** The Project would develop the site with 67 single-family residences and an onsite open space pedestrian trail. As presented in this IS/MND, potential Project-related impacts are either less than significant or would be less than significant with mitigation incorporated. Based on the analysis contained in this IS/MND, Project-related impacts would be reduced to less than significant levels with the incorporation of mitigation measures. Given that the potential Project-related impacts would be mitigated to a less than significant level, implementation of the Project would not result in impacts that are cumulatively considerable when evaluated with the impacts of other current projects, or the effects of probable future projects. Therefore, the Project’s contribution to any significant cumulative impacts would be less than cumulatively considerable. As discussed in Sections I through XX of this IS/MND, mitigation would be required and incorporated as necessary. Therefore, impacts would be less than significant with mitigation incorporated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b>  <b>Less than Significant with Mitigation Incorporated.</b> Based on the Project Description and the preceding responses in Sections I through XX of this IS/MND, implementation of the Project would not cause substantial adverse effects to human beings because all potentially significant impacts of the Project would be mitigated to a less than significant level. Therefore, since all potentially significant impacts of the Project are expected to be mitigated to a less than significant level, implementation of the Project would not cause substantial adverse effects on human beings.</p>				
<p><b>Existing Plans, Programs, or Policies (PPPs)</b></p> <p>None.</p> <p><b>Project Design Features (PDFs)</b></p> <p>None.</p> <p><b>Mitigation Measures</b></p> <p>None.</p>				

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