



CITY OF MORENO VALLEY

MITIGATED NEGATIVE DECLARATION FOR FIRST INDUSTRIAL WAREHOUSE AT DAY STREET PROJECT



**FIRST INDUSTRIAL WAREHOUSE AT DAY STREET PROJECT
CASE NUMBER(S): PEN22-0144**

September 2023

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

Prepared By
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INITIAL STUDY (IS) FOR FIRST INDUSTRIAL WAREHOUSE AT DAY STREET PROJECT

BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** Plot Plan (Case No. PEN22-0144):
2. **Project Title:** First Industrial Warehouse at Day Street Project
3. **Public Comment Period:** September 8, 2023 to September 28, 2023
4. **Lead Agency:** City of Moreno Valley
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Moreno Valley, CA 92552
(951) 413-3206
planningnotices@moval.org
5. **Documents Posted At:** <https://moval.gov/cdd/documents/about-projects.html>
6. **Prepared By:** Eliza Laws, Senior Environmental Analyst
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7. **Project Sponsor:**

Applicant/Developer and Property Owner
Paul Loubet, Entitlement Officer
First Industrial Realty Trust, Inc.
898 N. Pacific Coast Highway, Suite 175
El Segundo, CA 90245
(310) 321-3805
ploubet@firstindustrial.com
8. **Project Location:** The Project site consists of Assessors Parcel Number (APN) 297-130-036 and is located on approximately 8.01 net acres at 14050 Day Street midway between Alessandro Boulevard and Cactus Avenue in the City of Moreno Valley, California (**Figure 1 – Vicinity Map** and **Figure 2 – Aerial Map**).

The Project site is located within Section 14, Township 3 South, Range 4 West, of the San Bernardino Baseline and Meridian, identified on the Riverside East Quadrangle California USGS 7.5 Quadrangle Map (**Figure 3 – USGS Map**).

9. **General Plan Designation:** Business Park/ Light Industrial or BP (**Figure 4 – General Plan Land Use**)

Business Park/ Light Industrial: The primary purpose of areas designated Business Park/ Light Industrial is to provide for manufacturing, researching and development, warehousing and distribution, as well as office and support commercial activities. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio (FAR) of 1.00 and the average FAR should be significantly less.

10. **Specific Plan Name and Designation:** The Project is not located within a Specific Plan.

11. **Existing Zoning:** Industrial (I) (**Figure 5 – Zoning**)

The primary purpose of the industrial (I) zoning district is to provide for manufacturing, research and development, warehousing and distribution and multitenant industrial uses, as well as certain supporting administrative and professional offices and commercial uses on a limited basis. This district is intended as an area for industrial uses that can meet high performance standards but that frequently do not meet site development standards appropriate to planned research and development parks.

12. **Surrounding Land Uses and Setting:**

Table A – Surrounding Land Uses and Setting

	Land Use	General Plan	Zoning
Project Site	Industrial	Business Park/ Light Industrial	Industrial (I)
North	Industrial	Business Park/ Light Industrial	Industrial (I)
South	Industrial	Business Park/ Light Industrial	Industrial (I)
East	Industrial	Business Park/ Light Industrial	Industrial (I)
West	Industrial	Business Park/ Light Industrial	Industrial (I)

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

Environmental Setting

The Project site is relatively flat and is situated at an elevation of approximately 1,554 feet above mean sea level. The Project site is comprised of existing developed and disturbed area. Onsite, this is comprised of generally paved areas with a linear detention basin running along the frontage and southern property line. A small flat dirt pad supporting bare dirt/disturbed vegetation that receives frequent weed abatement is located in the southeast corner and along the Day Street frontage (off-site). (Blue, p. 3.)

The site currently contains an industrial building of approximately 63,000 square-foot (SF) in size that is located in the west-central area of the site known as BAS Recycling Inc. The building is a single-story structure of metal frame construction

and assumed to be supported on conventional shallow foundations with a concrete slab-on-grade floor. (SCG, p. 4.)

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and within the Reche Canyon/Badlands plan area. The Project site is not located within any MSHCP designated “Criteria Areas” or “Subunits.” As such, the Project site is not subject to Cell Criteria compliance under the MSHCP. The Project site does not fall within any Public/Quasi-Public (PQP) or other MSHCP Conserved Lands. (Blue, p. 3.).

The Project site is within a heavily urbanized area, bordered to the north, south and west by Industrial and commercial buildings. (SCG, p. 4.)

The Project site is located approximately 0.27 miles north of March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site lies within two Airport Compatibility Zones: B1 and B2 as shown In **Figure 6 – March Compatibility Zones**. Zone B1 is the Inner Approach/Departure Zone and Zone B2 is the High Noise Zone. The Project is located within a MARB/IPA Accident Potential Zone (APZ-I), within Zone B1.

Project Description

The following entitlement application for consideration by the City of Moreno Valley (City) is:

- Plot Plan (Case No. PEN22-0144): Proposal to demolish existing structures on approximately 8.62 gross acres (8.01 net acres) identified as Assessor’s Parcel Number 297-130-036 and construct a new warehouse building totaling 164,968 square feet.

The proposed First Industrial Warehouse at Day Street Project and off-site improvement area (herein collectively referred to as proposed Project or Project) involves the demolition of an approximately 63,000 SF building and the construction and operation of an approximately 164,968 SF industrial, non-refrigerated warehouse distribution facility, which includes 3,500 SF of office space and 3,500 SF of mezzanine office space on the approximate 8.62-acre (gross) site, of which approximately 0.61 acres is existing public right of way (ROW), for a net site area of approximately 8.01-acres (see **Figure 7 – Proposed Site Plan**).

The warehouse building will feature approximately 25 truck dock doors. The speculative warehouse/distribution building is assumed to operate 24 hours a day, 7 days a week. Additionally, the Project applicant has committed to achieving LEED “Certified” status for the building and is seeking “Silver” status.

The proposed Project has been designed to comply with the applicable City’s General Plan policies and standards contained in the City’s Municipal Code, including but not limited to landscape, parking, building height, setback, lot coverage, Floor Area Ratio (FAR), and architectural requirements as shown on **Figure 8 – Elevations**. The proposed warehouse will be a painted concrete tilt-up building. Window placement will be more prominent along the street frontage, and they will be glazed to allow for interior natural light. The southern portion of the Project site contains an existing 30-inch diameter natural gas line and associated Southern California Gas Company (SoCal Gas) easement that is 18.5 feet wide. The proposed building has been designed to avoid the gas line and maintain the

easement; however, the existing easement is not centered over the gas line. Therefore, the Project proposes to realign the gas easement so that it is centered over the existing 30-inch natural gas line that crosses the site, as shown in **Figure 7**.

Trucks and passenger vehicles would access the Project site from Day Street via two new driveways. As shown in **Figure 7**, automobile and trailer parking would be provided at the site; the number of parking spaces provided would be consistent with the parking requirements outlined in Moreno Valley Municipal Code, Chapter 9.11 – Parking, Pedestrian and Loading Requirements. A total of 41 trailer truck parking stalls would be provided on the east side of the proposed building. A total of 89 auto parking stalls will be provided along the northern, and southern sides of the facility, including six handicapped-accessible stalls and 62 standard stalls. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 12 of the parking spaces will be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3 of the CalGreen Code, nine parking spaces will be designated for future electric vehicle (EV) charging. Further, five bicycle parking locations are provided around the building.

Landscaping, screen walls, and fencing will be provided on site as required for screening, privacy, and security as shown on **Figure 8** and **Figure 9 – Landscape Plan**. The Project design includes a 10-foot-high wrought iron fence along the north, east, and south side of the property boundary. Truck loading docks and truck parking will be located on the eastern side of the building and will be screened from view on Day Street by the proposed building and by 12-foot-high concrete tilt-up screen walls at the truck yard access. Access to the truck yard will be through two 8-foot-high wrought iron rolling gates. Landscaping will be provided along the street frontage and along the fencing on the north and south sides of the property. Vehicle parking located on the north and south sides of the building will be visible from Day Street.

The Project site is subject to receiving off-site flows from adjacent development to the north and east. Off-site flows are proposed to be intercepted by v-ditches and channels along the perimeter of the Project site, with inlets at existing low spots of the Project site. These flows will be directed towards an underground detention tank that outlets to the existing storm drain line to the south. This storm drain line is adequately sized to convey the tributary flows. However, there is an elevation gap between the proposed and existing storm drain systems, so a stormwater lift station is proposed to outlet the flows.

On-site stormwater flows will be collected and conveyed using a combination of sheet flow to ribbon gutters, inlets, and subsurface storm drains to convey flows to a separate underground storage tank and then pumped to a proposed water quality biotreatment device. This biotreatment device will treat low flows and allow higher storm events to bypass into the storm drain system. These treated or bypassed flows will outlet to the underground detention tank, to the lift station, and ultimately to the existing southerly storm drain line. Secondary overflow is provided by existing 6-foot-wide openings through curb and retaining wall on the southern property line.

All proposed on-site and off-site facilities shall provide proper clearance, horizontal and vertical, from the existing 30-inch natural gas line that crosses the southeast corner of the Project site. Channels conveying off-site stormwater flows will cross

overtop the gas line at an existing earthen mound. On-site subsurface storm drain systems will cross under the gas line, utilizing lift stations to then outlet into existing storm drain facilities.

Trucks will utilize Alessandro Boulevard, a designated truck route by the City's Municipal Code Section 12.36.010 to access the site and to access Interstate 215 (I-215). Signage shall be posted on-site directing truck drivers to use the appropriate designated City truck routes. The information on the signage will be coordinated with City Planning and the City's Traffic Engineer during the plan check process.

The City's General Plan Circulation Element designates Day Street, which is adjacent to the Project site, as a Minor Arterial. Arterials, including Minor Arterials, are generally up to 88-feet wide curb-to-curb and typically include sidewalks and protected Class I or Class IV bike lanes are recommended. Along the Project frontage, Day Street has already been constructed to its full width at 74-feet wide, with a 6-foot sidewalk, and no bike lanes. No road improvements are required or proposed.

Potable water service to the Project site will be provided by the Eastern Municipal Water District (EMWD) via a new 12-inch diameter waterline proposed in Day Street between Alessandro Boulevard and the southern end of the Project site. Four lateral water line connections will also be installed from the Project site to the new potable water line in Day Street for potable water and fire service. Sewer service to the Project site will be provided by Edgemont Community Services District (ECSD) via an existing 6-inch diameter sewer line located on-site.

Existing electrical lines on-site will be removed; however, the existing underground electrical lines and streetlights along the Day Street ROW will be protected in place.

The proposed Project would be constructed in a single phase, and approximately 6,500 cubic yards of soil would be imported to the Project site. Temporary off-site slope grading extending up to 25-feet from the northern property boundary is proposed. Construction is expected to commence no sooner than June 2023.

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.

Yes. The City's compliance with Assembly Bill (AB 52) is discussed in Threshold XVIII (a)(ii), below.

15. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**
- a) Santa Ana Regional Water Quality Control Board (RWQCB)
 - b) Eastern Municipal Water district (EMWD)
 - c) Edgemont Community Services District (ECSD)
 - d) South Coast Air Quality Management District (SCAQMD)

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

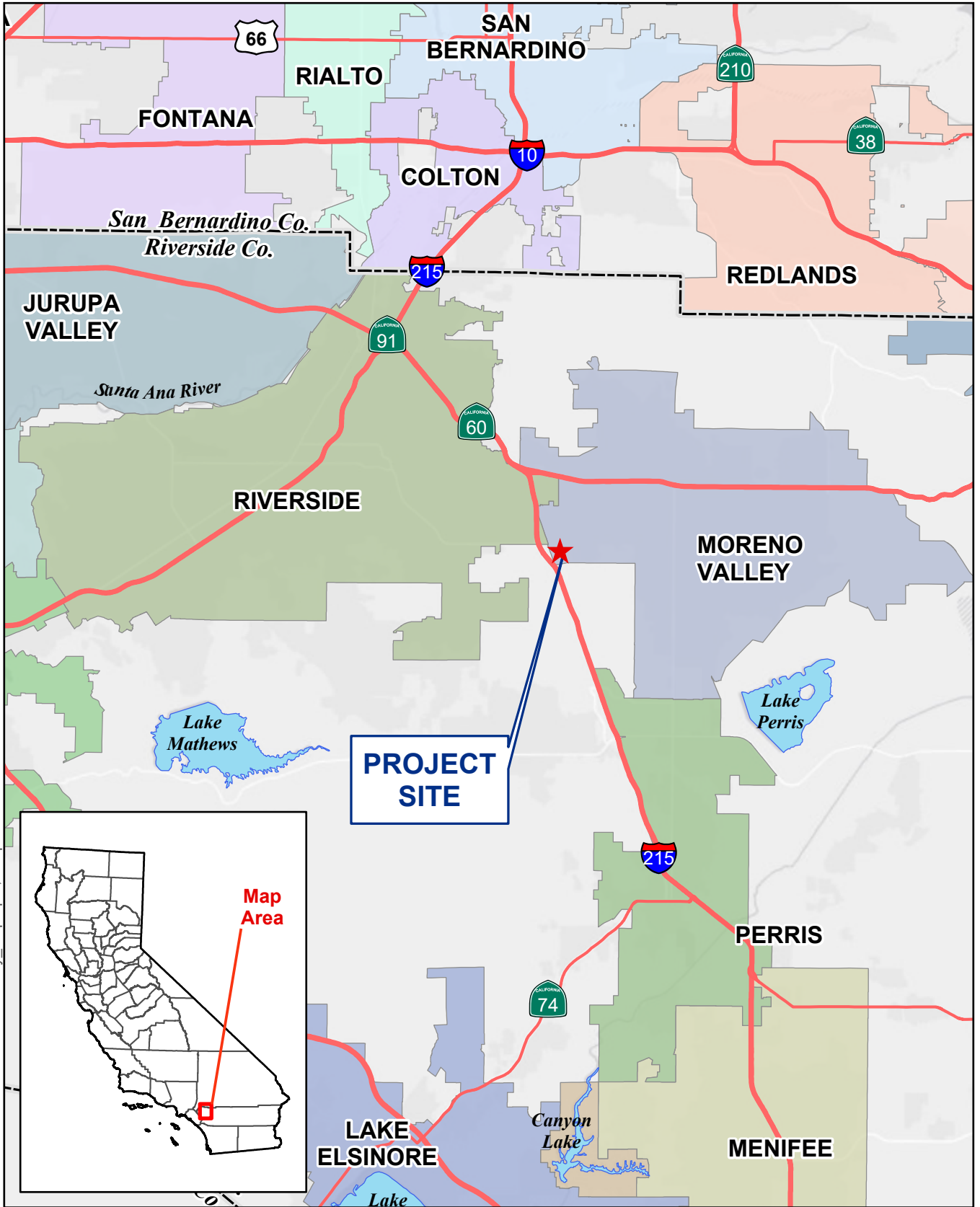
- a. Appendix A - Air Quality/Greenhouse Gas Analysis
- b. Appendix B – Health Risk Assessment
- c. Appendix C – Biological Assessment Letter Report
- d. Appendix D – Phase I Cultural Resources Survey
- e. Appendix E – Energy Tables
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17. Acronyms:

AAQS -	Ambient Air Quality Standards
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
APZ -	Accident Potential Zone
AQMP -	Air Quality Management Plan
ASTM -	American Society for Testing and Materials
Basin -	South Coast Air Basin
BSA -	Biological Survey Area
CAP -	Climate Action Plan
CARB -	California Air Resource Board
CDFW -	California Department of Fish and Wildlife
CEPA -	California Environmental Protection Agency
CEQA -	California Environmental Quality Act
Cfs -	Cubic feet per second
City -	City of Moreno Valley
CBC -	California Building Code
CO -	Carbon Monoxide
CPUC -	California Public Utilities Commission
CRMP	Cultural Resources Monitoring Plan
CRR -	California Code of Regulations
dBA -	Decibel scale
DOT -	Department of Transportation
DPM -	Diesel Particulate Matter
DTSC -	Department of Toxic Substance Control
E -	Existing without Project
E+P -	Existing plus Project
EDSD -	Edgemont Community Service District
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EPA -	Environmental Protection Agency

ERIS -	Environmental Risk Information Services
ERRP -	Enhanced Recharge and Recovery Program
ESA -	Environmental Site Assessments
EV -	Electrical Vehicle
FAA -	Federal Aviation Administration
FEMA -	Federal Emergency Management Agency
FHWA -	Federal Highway Administration
FMMP -	Farmland Mapping and Monitoring Program
FTA -	Federal Transportation Administration
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
HCP -	Habitat Conservation Plan
HP -	Horse Power
HRA -	Health Risk Assessment
HVAC -	Heating Ventilation and Air Conditioning
I -	Industrial
IS/MND -	Initial Study/Mitigated Negative Declaration
ITE -	Institute of Transportation Engineers
kBTUs -	Kilo-British thermal units
kWh -	Kilowatt-hour
LST -	Localized Significance Threshold
MARB -	March Air Reserve Base
MARB/IPA-	March Air Reserve Base/Inland Port Airport
MARB/IPA	March Air Reserve Base/Inland Port Airport Land Use
LUCP-	Compatibility Plan
MBTA -	Migratory Bird Treaty Act
MC -	Municipal Code
Metropolitan -	Metropolitan Water District
mgpd -	Million gallons per day
MSHCP -	Multiple Species Habitat Conservation Plan
NO _x	Oxides of Nitrogen
NPDES -	National Pollutant Discharge Elimination System
NRCS -	USDA Natural Resources Conservation Service
PM-2.5	Particulate matter less than 2.5 microns in diameter
PM-10	Particulate matter less than 10 microns in diameter
PQP -	Public/Quasi-Public
RCALUCP -	Riverside County Airport Land Use Compatibility Plan
RPS -	Renewable Portfolio Standards
RTA -	Riverside Transit Agency
RTP/SCS -	Regional Transportation Plan/Sustainable Communities Strategy
RTP -	Regional Transportation Plan
RWQCB -	Regional Water Quality Control Board
RWQCP -	Regional Water Quality Control Plant
SARWQCB -	Santa Ana Regional Water Quality Control Board
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCG -	Southern California Gas Company
SR -	State Route
SRA -	Source Receptor Area

SWP -	State Water Project
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
USFWS -	United States Fish and Wildlife Service
TAZ -	Traffic Analysis Zone
TIA -	Traffic Impact Analysis
Tpd -	Tons per day
TPA -	Transit Priority Area
TPH-mo -	Total petroleum hydrocarbons as motor oil
USACE -	US Army Corps of Engineers
USGS -	United States Geologic Survey
UST -	Underground Storage Tanks
UWMP -	Urban Water Management Plan
VdB -	Vibration Decibels
VHFSZ -	Very High Fire Hazards Severity Zones
VMT -	Vehicle Miles Traveled
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Government
WSC -	Western Science Center



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Source: Riverside Co. GIS, 2022;
San Bernardino Co. GIS, 2019.

Figure 1 – Vicinity Map
FIR Day St ISMND



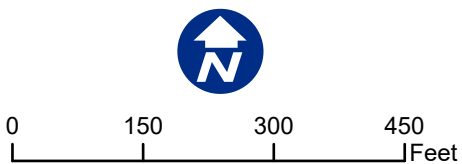
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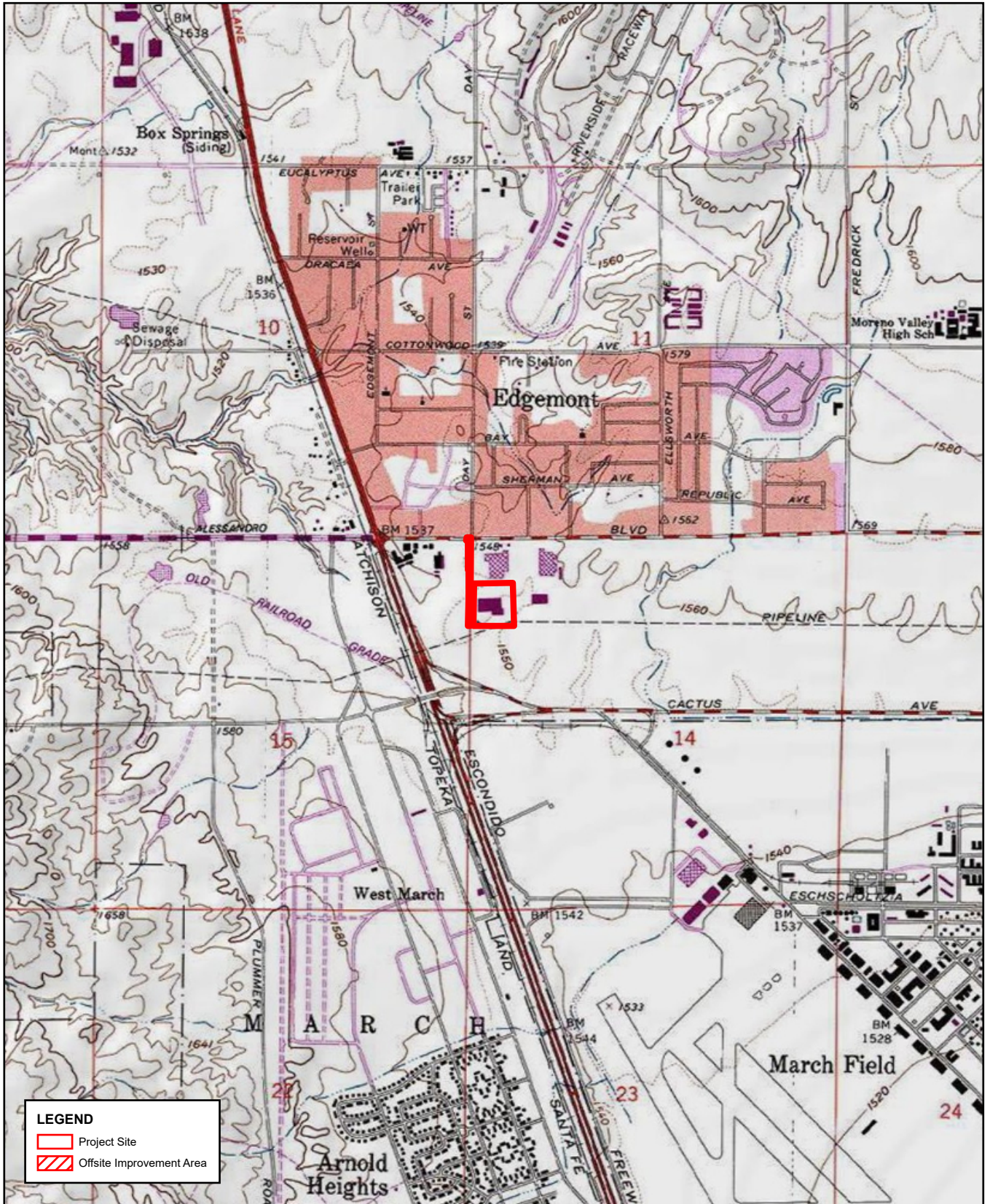


Sources: Riverside Co. GIS, 2022 (parcels) and 2020 (imagery).

Figure 2 - Aerial Map
FIR Day St IS-MND



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Sources: ESRI / USGS 2013.

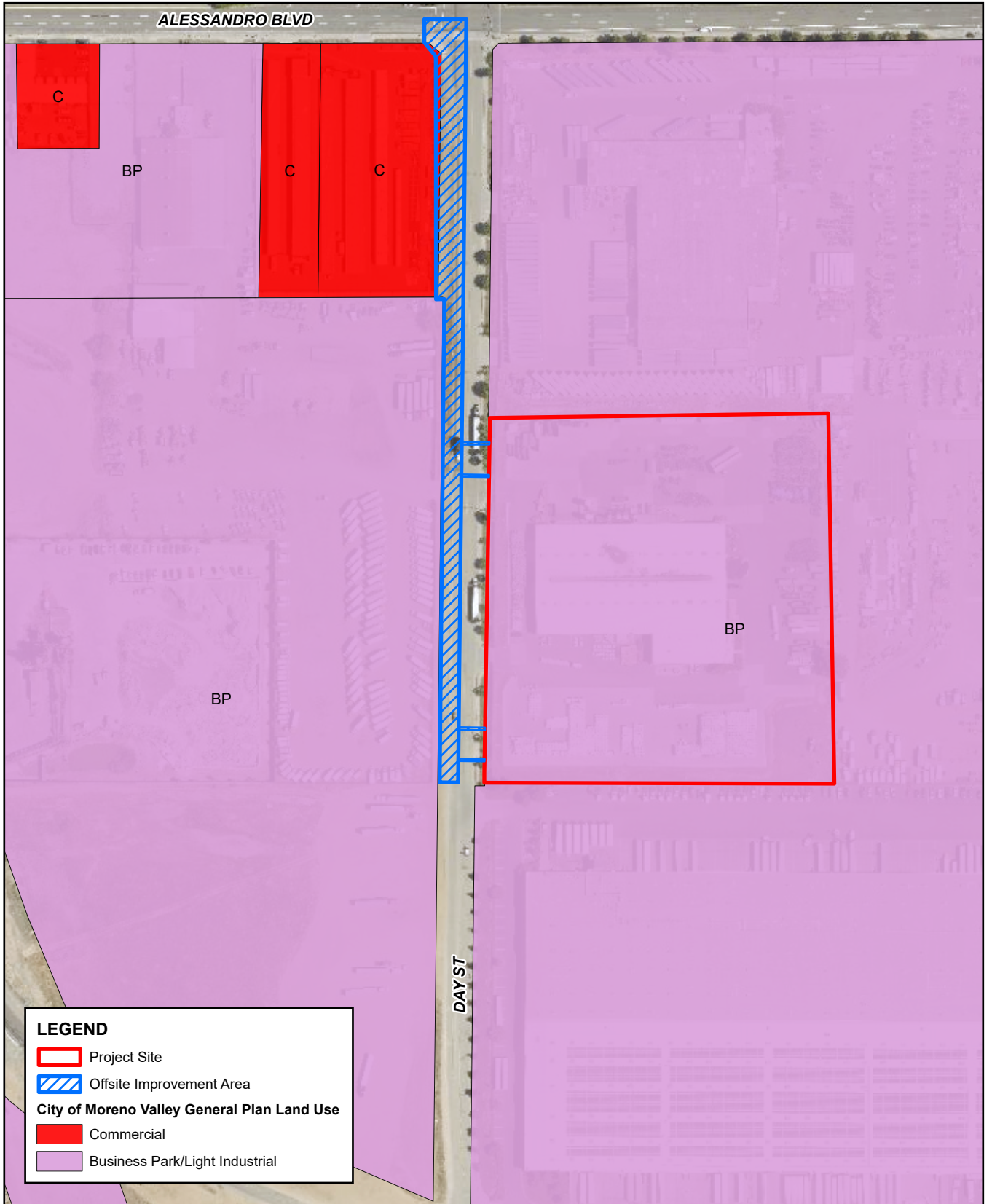
Figure 3 - USGS Map

FIR Day St IS-MND



0 1,000 2,000 3,000
Feet


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LEGEND

-  Project Site
-  Offsite Improvement Area

City of Moreno Valley General Plan Land Use

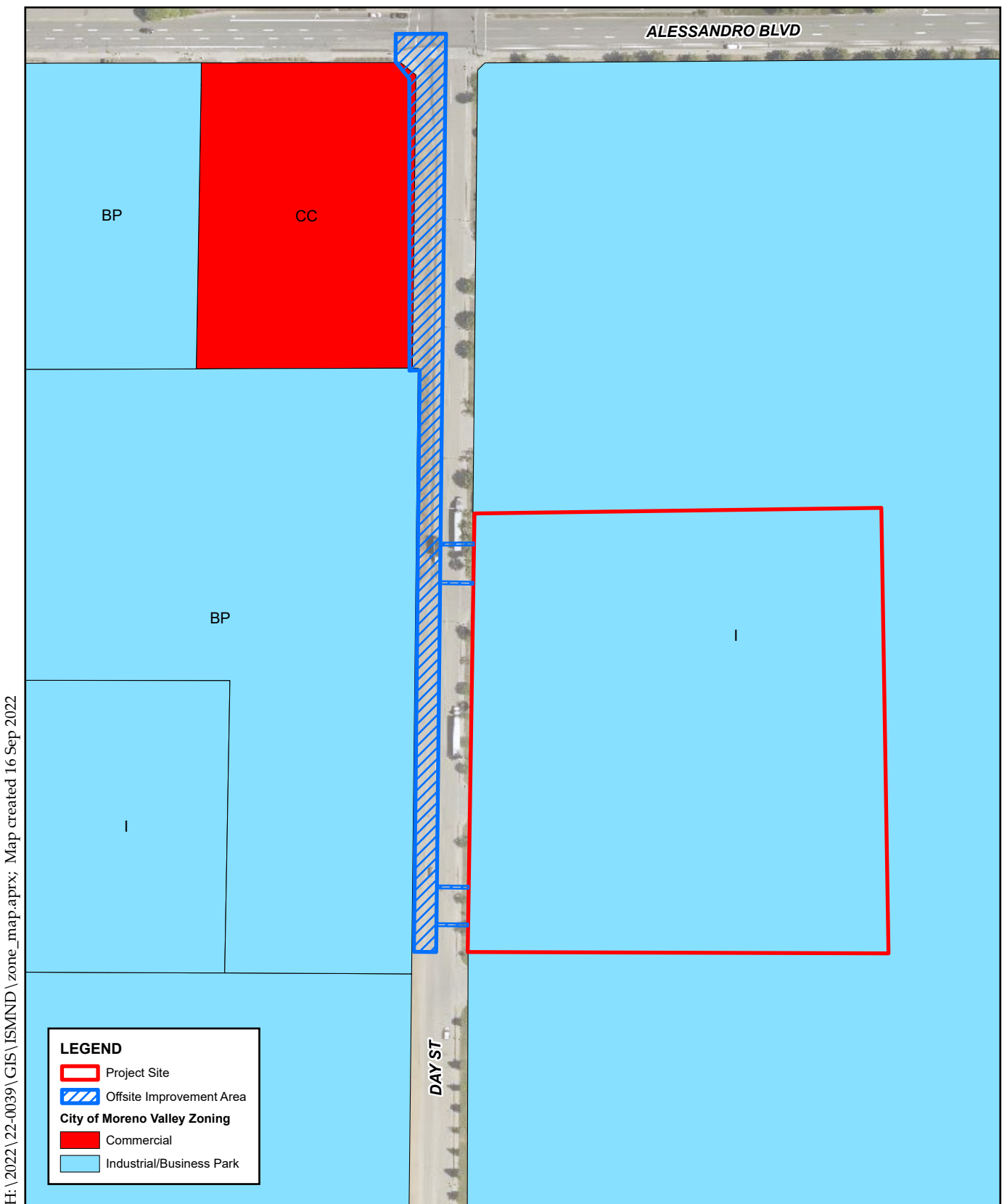
-  Commercial
-  Business Park/Light Industrial

Sources: Riverside Co. GIS, 2022;
City of Moreno Valley General Plan Land Use, 2019.



0 150 300 450 Feet

Figure 4 - General Plan Land Use
FIR Day St IS-MND



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Sources: Riverside Co. 2020;
 City of Moreno Valley Zoning, 2019.

LEGEND

- Project Site
- Offsite Improvement Area
- City of Moreno Valley Zoning**
- Commercial
- Industrial/Business Park

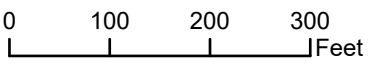
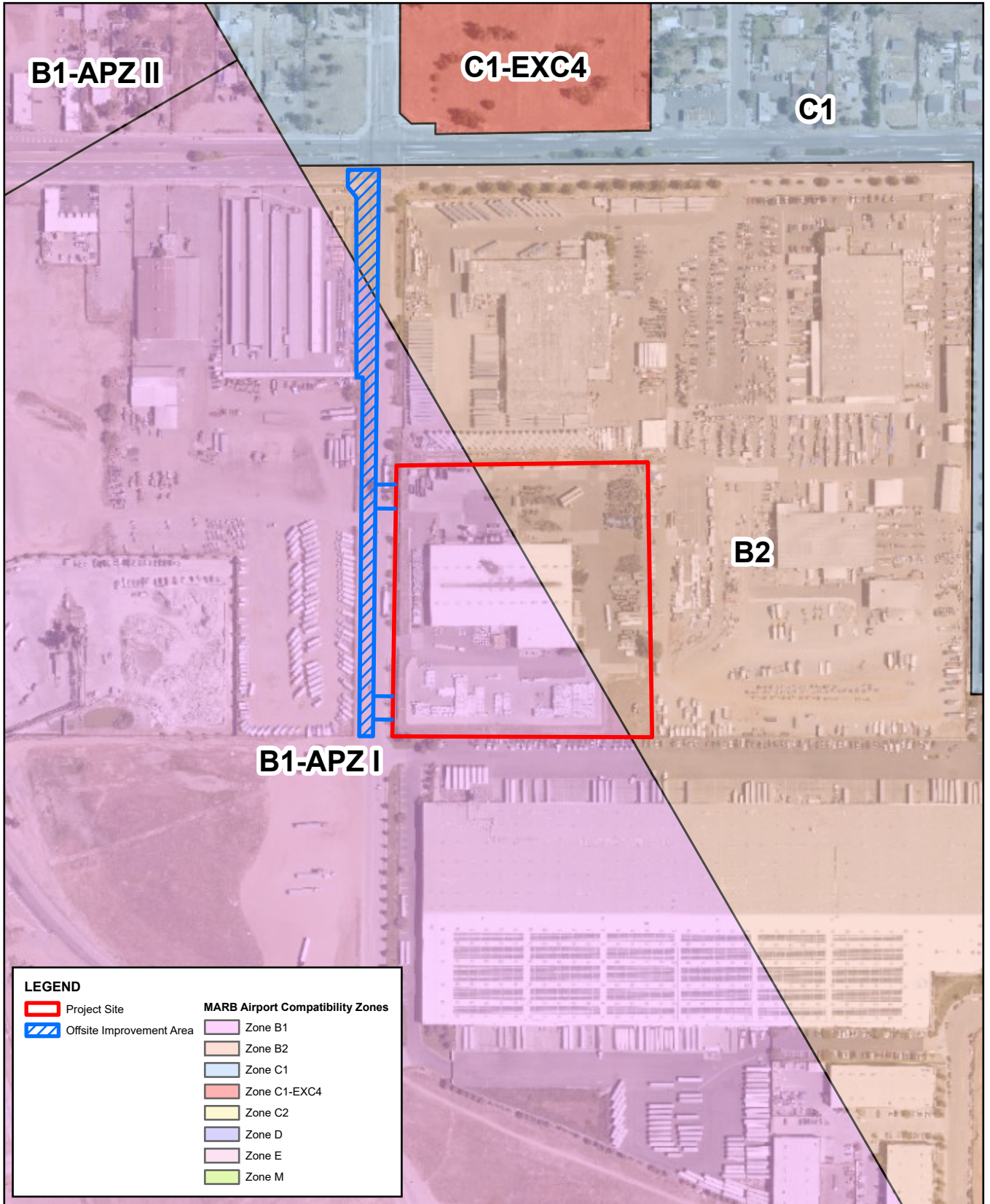


Figure 5 - Zoning
 FIR Day St IS-MND



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Sources: Riverside Co. GIS, 2020.

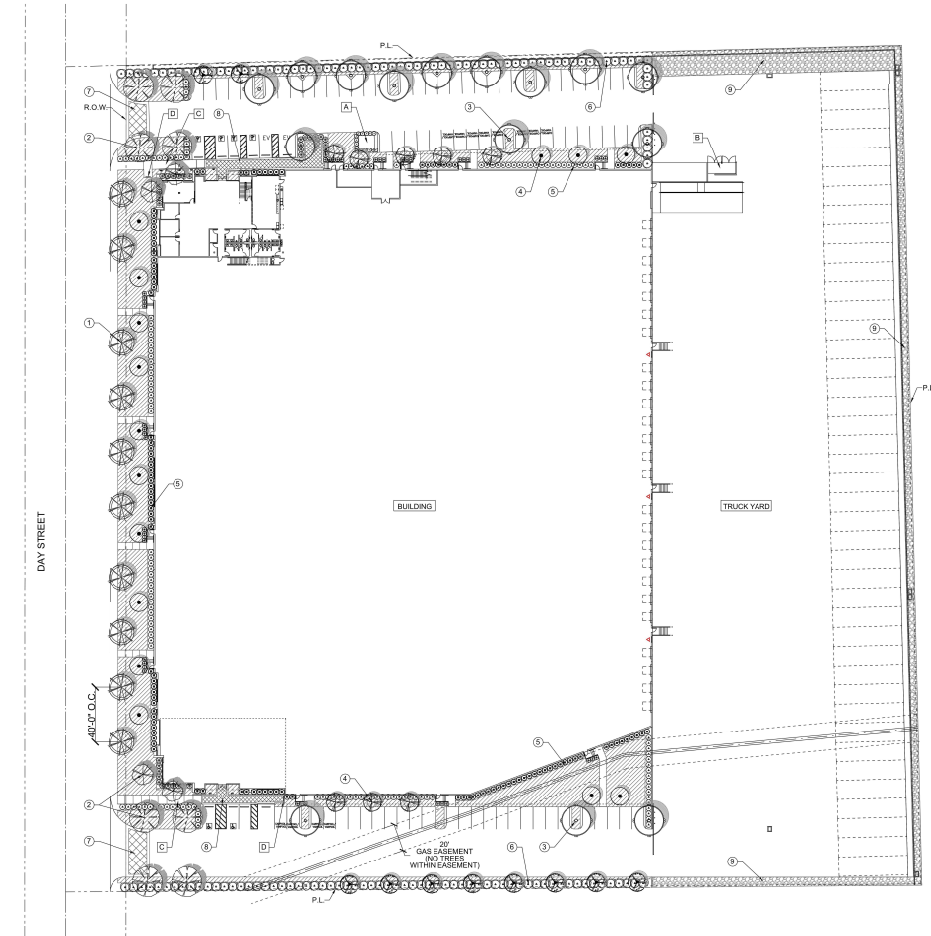
Figure 6 - MARB Compatibility Zones

FIR Day St IS-MND



0 250 500 750 Feet

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CONCEPTUAL PLAN NOTE:
THIS IS A CONCEPTUAL LANDSCAPE PLAN. IT IS BASED ON PRELIMINARY INFORMATION WHICH IS NOT FULLY VERIFIED AND MAY BE INCOMPLETE. IT IS MEANT AS A COMPARATIVE AID IN EXAMINING ALTERNATIVE DEVELOPMENT SCENARIOS AND ANY QUANTITIES INDICATED ARE SUBJECT TO REVISION AS MORE RELIABLE INFORMATION BECOMES AVAILABLE.

IRRIGATION NOTE:
THE PROJECT WILL BE EQUIPPED WITH AN ALLOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED SMART CONTROLLER, LOW FLOW ROTORS, BUBBLER AND OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATED MANDATED AB-181 WATER ORDINANCE.

GENERAL NOTES:

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH BINDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW VALVES, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.

WUCOLS PLANT FACTOR
THIS PROJECT IS LOCATED IN WUCOLS' REGION 4-SOUTH INLAND VALLEY.

H = HIGH WATER NEEDS
M = MODERATE WATER NEEDS
L = LOW WATER NEEDS
VL = VERY LOW WATER NEEDS

- DESIGN KEY NOTES:**
- NEW STREET TREE PER PLANTING LEGEND.
 - FLOWERING ACCENT TREE AT KEY FOCAL AREAS PER PLANTING LEGEND.
 - PARKING LOT SHADE TREE PER PLANTING LEGEND.
 - VERTICAL TREE ALONG BUILDING PER PLANTING LEGEND.
 - FOUNDATION SHRUBS ALONG BUILDING PER PLANTING LEGEND.
 - LARGE EVERGREEN SCREEN SHRUB ALONG PROPERTY LINE PER PLANTING LEGEND.
 - TYP. ENHANCED VEHICULAR DECORATIVE CONCRETE PAVING.
 - TYP. ENHANCED PAVING AT BUILDING ENTRY.
 - CRUSHED GRAVEL IN LANDSCAPE AREA WITHIN SECURED YARD, TYP.
- REFERENCE KEY NOTES:**
- TRANSFORMER PER CIVIL PLANS.
 - TRASH ENCLOSURE PER ARCHITECTURAL PLAN.
 - CONCRETE WALKWAY, REFER TO ARCHITECTURAL PLANS.
 - BIKE RACK PER ARCHITECTURAL PLANS.

PLANTING LEGEND

TREES	SYMBOL	TREE NAME	QTY.	WUCOLS
		NEW STREET TREE ALONG DAY STREET PLATANUS ACERIFOLIA, LONDON PLANE TREE 24" BOX SIZE	10	M
		LARGE FLOWERING ACCENT TREE CERCIDUM X 'DESERT MUSEUM', BLUE PALO VERDE 36" BOX SIZE	8	L
		SMALL FLOWERING ACCENT TREE LARGEISTROBIA L 'WATERMELON RED', GRAPE MYRTLE 24" BOX SIZE	4	M
		PARKING LOT SHADE TREE RHUS LANCEA, AFRIGAN SUMAC 24" BOX SIZE	15	L
		VERTICAL TREE ALONG BUILDING TRESTANA CONFERTA, BRISBANE BOX 24" BOX SIZE	8	L
		VERTICAL TREE ALONG BUILDING PIDDICARPUS GRACILOX, FERN PINE 24" BOX SIZE	15	M
		EVERGREEN TREE ALONG PROPERTY LINE FRIBUS ELIABARICA, MONDELL PINE 24" BOX SIZE	10	L

SHRUBS - SHRUBS SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	DODONAEA V. 'PURPUREA', PURPLE HOPSEED BUSH 5 GAL. SIZE	M
	WESTRINGIA FRUTICOSA, COAST ROSEMARY 5 GAL. SIZE	L
	LEUCOPHYLLUM P. 'GREEN CLOUD', TEXAS RANGER 5 GAL. SIZE	L
	LIGUSTRUM TEXANUM, TEXAS PRIVET 5 GAL. SIZE	L
	CALLISTEMON LITTLE JOHN, DWARF BOTTLE BRUSH 5 GAL. SIZE	L

GROUND COVERS - GROUND COVER AND SHRUB MASSES SHALL CONSIST OF THE FOLLOWING:

SYMBOL	NAME	WUCOLS
	PROSTRATUS ROSEMARY 1 GAL. @ 24" O.C.	L
	DWARF GOLD LANTANA 1 GAL. SIZE @ 30" O.C.	L
	DEER GRASS 5 GAL. SIZE @ 42" O.C.	M
	CLEVELAND SAGE 5 GAL. SIZE @ 48" O.C.	L
	RED YUCCA 1 GAL. SIZE @ 30" O.C.	L
	REGAL MISTPINK MUHLY 5 GAL. SIZE @ 30" O.C.	L

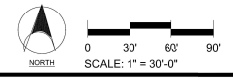
NOTE: APPLY A 3" MIN. LAYER OF MULCH TOP DRESSING WITHIN ALL PLANTING AREAS. A SAMPLE IS REQUIRED PRIOR TO APPLICATION.

- SLOPES GREATER THAN 3:1 SHALL BE STABILIZED WITH EROSION CONTROL GROUND COVER PER LEGEND, AND MULCH MATERIAL WITH BINDER MATERIAL SHALL BE APPLIED FOR EROSION CONTROL.
- ROCK RIP-RAP MATERIAL SHALL BE INSTALLED WHERE DRAIN LINES CONNECT TO INFILTRATION AREAS.
- ALL UTILITY EQUIPMENT SUCH AS BACKFLOW VALVES, FIRE DETECTOR CHECKS AND FIRE CHECK VALVES WILL BE SCREENED WITH EVERGREEN PLANT MATERIAL ONCE FINAL LOCATIONS HAVE BEEN DETERMINED.



CONCEPTUAL LANDSCAPE PLAN
DAY STREET LOGISTICS

0000 DAY STREET CITY OF MORENO VALLEY, CALIFORNIA



03 SEPTEMBER 2022

L-1

Source: FIR Day Street Architecture Package, Sept 3, 2022.

Figure 9 - Conceptual Landscape Plan

FIR Day St IS-MND



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.
- 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
I. AESTHETICS – Except as provided in Public Resources Code §21099 — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The City of Moreno Valley’s (City) General Plan (GP) and the GP Environmental Impact Report (EIR) identify Box Springs Mountains, Bernasconi Hills, and Moreno Peak as the City’s major scenic resources (GP EIR, pp. 4.1-1 – 4.1-2; GP, pp.10-10 - 10-11.). Views of the Box Springs Mountains are visible from the Project site and surrounding areas. The proposed Project site is located on a generally flat area that has been previously developed and is surrounded by development. Since the Project site currently contains an industrial building and the Project is proposing redevelopment to a new industrial building, views to and from the site would be similar and changes to the existing scenic vista would not be substantial.</p> <p>Furthermore, the Project would be required to adhere to City’s Municipal Code (MC) Chapter 9.16 – Design Guidelines (MC Chapter 9.16) which outlines design standards that limit the height of building structures, scale, and color. The City’s building permit application process, reviews each project to ensure MC standards are met. Thus, compliance with MC Chapter 9.16 would ensure the Project would have less than significant impacts on scenic vistas.</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>Response: There are no state scenic highways located within the City (Caltrans). The closest eligible state scenic highway is State Route 74 (SR-74), located approximately 12.24 miles southeast of the Project site. (GP EIR, p. 4.1-9.) As such, the proposed Project is not located within the viewshed of SR-74. Thus, implementation of the Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings within a state scenic highway, or scenic resources within a state scenic highway. Therefore, no impacts would occur.</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>Response: The US Census Bureau defines urbanized areas as those with a population of 50,000 or more people. According to the US Census Bureau, in 2021 the City’s population was approximately 211,600 (USCB); this qualifies the City as an urbanized area. Visual character describes the aesthetic setting of a Project area. Since the proposed Project is in an urbanized area and is consistent with the land use designation of Business Park/ Light Industrial and the zoning designation of Industrial, the Project is in line with the planned character of the area. Nonetheless, the Project would be required to adhere to MC Chapter 9.16 - Design Guidelines.</p> <p>Current land uses surrounding the proposed Project site includes a mixture of warehouses, vacant land, and truck yards. Moreover, the Project site currently operates as an Industrial recycling facility. Therefore, the proposed Project entails redevelopment of the site that is already consistent with existing land uses. Thus, implementation of the Project would not substantially degrade the visual character of the area due to the construction of the proposed Project. Therefore, less than significant impacts occur.</p>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: As previously mentioned, the Project site has previously been developed into an industrial recycling facility. The proposed Project entails redevelopment of this existing site. As such, the redevelopment will be required to adhere to the City’s MC Section 9.10.110 – Light Glare, which prohibits</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>operation, activity, sign or lighting fixture exceeding 0.5 foot-candles peering onto adjacent properties and requires all lighting to project downward in order to avoid glare on adjacent properties. Additionally, the proposed Project would include non-reflective glass windows. Through adherence with MC Section 9.10.110, implementation of the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, no impacts would occur.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. City of Moreno Valley, <i>General Plan 2040</i>, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP] <ul style="list-style-type: none"> • Section 10 - Open Space and Resource Conservation 2. City of Moreno Valley, <i>Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update and Climate Action Plan</i>, SCH #2020039022. May 20, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed February 2022.) [Cited as GP EIR] <ul style="list-style-type: none"> • Section 4.1 – Aesthetics 3. City of Moreno Valley Zoning Map, revised on October 27, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/NewZoning.pdf, accessed February 2022.) [Cited as Zoning Map] 4. City of Moreno Valley, <i>Moreno Valley Municipal Code</i>, October 2021. (Available at http://qcode.us/codes/morenovalley/, February 25, 2022.) [Cited as MC] <ul style="list-style-type: none"> • Title 9 – Planning and Zoning <ul style="list-style-type: none"> - Section 9.10.110 – Light and Glare - Chapter 9.16 – Design Guidelines 5. California Department of Transportation, <i>California State Scenic Highways System Map</i>. 2018. (Available at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca, accessed February 2022.) [Cited as Caltrans] 6. United State Census Bureau, <i>Quickfacts Moreno Valley City, California; United States</i>, 2021. (Available at https://www.census.gov/quickfacts/fact/table/morenovalleycitycalifornia/PST045221, accessed November 28, 2022.) [Cited as USCB] 				
<p>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.</p> <p>Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program (GP EIR, p. 4.2-3; DOC). The Project site is designated as Business Park/Light Industrial by the City GP and is in an Industrial district of the Official Zoning Map, and impacts related to the conversion of Farmland would not occur from the proposed Project. As such, there would be no impact.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
<p>Response: According to the GP EIR Figure 4.2-2 – FMMP Important Farmlands Impacts, the Project site is not designated as Williamson Act Contract Lands (GP EIR, p. 4.2-9). Additionally, the Project site is not zoned for agricultural use rather is zoned for Industrial uses (Zoning Map). Therefore, redevelopment of the site for industrial uses would not have an impact on agricultural zoning or a Williamson Act contract. Therefore, no impacts would occur.</p>				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: As previously mentioned in Threshold II (b), the Project site is zoned Industrial (I) (Zoning Map), which does not include uses for forest land or timberland production. Thus, implementation of the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timber land, or timberland zoned for Timberland Production. Therefore, no impacts would 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>Response: There is no forest land in proximity to the Project site. Further, as discussed in Threshold II (b) and II (c), the Project is zoned as Industrial (I) (Zoning Map). Thus, implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would occur.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: As discussed in Thresholds II (a) – II (d) above, the Project site is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor is the site designated as forest land. There is also no Farmland or forestland in the immediate vicinity of the Project site. Therefore, implementation of the Project will not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. Thus, no impact would occur.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Sources:</p> <ol style="list-style-type: none"> 1. City of Moreno Valley, <i>General Plan 2040</i>, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP] <ul style="list-style-type: none"> • Section –0 - Open Space and Resource Considerations 2. City of Moreno Valley, <i>Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update and Climate Action Plan</i>, SCH #2020039022. May 20, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed February 2022.) [Cited as GP EIR] <ul style="list-style-type: none"> • Section 4.2 – Agricultural Resources <ul style="list-style-type: none"> - Figure 4.2-1 – Important Farmlands - Figure 4.2-2 – FMMP Important Farmlands Impacts 3. State of California, Department of Conservation, <i>Riverside County Important Farmland 2018, Sheet 1 of 3, 2018</i>. (Available at https://www.conservation.ca.gov/dlrp/fmmp/Pages/Riverside.aspx, accessed February 2022.) [Cited as DOC] 4. City of Moreno Valley Zoning Map, revised on October 27, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/NewZoning.pdf, accessed February 2022.) [Cited as Zoning Map] 				
<p>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:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The City of Moreno Valley is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for comprehensive air pollution control within the Basin and prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMPs control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments (SCAQMD-A). Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.</p> <p>The proposed Project site is zoned Industrial (I) and has a land use designation of Business Park/ Light Industrial or BP. The Project applicant proposes to operate the building as a non-refrigerated warehouse distribution facility which is a permitted use under the BP land use designation. Therefore, this land use and associated air quality emissions would have been accounted for in the SCAQMD’s 2016 AQMP.</p> <p>Population and employment estimates for the City of Moreno Valley are compiled by the Southern California Association of Governments (SCAG) in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed Project will increase employment opportunities within the City. The employment projections in the RTP/SCS are based on information gathered from cities within SCAG’s jurisdiction. Hence, because the proposed Project is consistent with the land use designation in the Moreno Valley GP, employment estimates associated with implementation of the proposed Project would have also been accounted for in SCAG’s RTP/SCS. Therefore, because the proposed Project is compliant with local and use plans and population projections, the proposed Project would not conflict with or obstruct implementation of the AQMP. Thus, impacts will be less than significant.</p>				
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Response: The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB-A). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD-B). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on the SCAQMD's regulatory jurisdiction over regional air quality in the Basin, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site demolition, grading and Project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts occur once the Project is in operation such as from vehicles using the site.

Construction Activities

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project's disturbance area (approximately 9.02 acres), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

An *Air Quality/Greenhouse Gas Analysis* was prepared for the Project by Albert A. Webb Associates dated November 17, 2022 (WEBB-A). Short-term emissions from Project construction were evaluated using the CalEEMod version 2020.4.0 program. The results of this analysis are summarized in **Table B – Unmitigated Estimated Maximum Daily Construction Emissions**, below.

Table B – Unmitigated Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	75	100	550	150	150	55
Demolition-2023	2.16	21.42	17.25	0.04	2.44	1.15
Grading-2023	3.94	43.34	33.71	0.10	6.47	3.29
Building Construction-2023	2.35	18.08	24.26	0.06	3.05	1.34
Building Construction-2024	2.20	17.02	23.77	0.06	2.96	1.25
Paving-2024	0.66	4.85	7.61	0.01	0.34	0.24
Architectural Coatings-2024	41.80	1.69	3.54	0.01	0.45	0.18
Maximum¹	44.66	43.34	34.92	0.08	6.47	3.29
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 2 (Appendix A).

Notes: ¹Maximum emissions are the greater of either demolition, grading or building construction in 2023 alone or the sum of building construction, paving and architectural coating in 2024 since these activities overlap. Maximum emissions are shown in bold.

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

As shown in **Table B** above, the emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants. Therefore, the Project's construction-related impacts would be less than significant.

Operational Activities

Long-term emissions are evaluated at build-out of a project. The Project is assumed to be operational in 2024. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the *Scoping Agreement for Traffic Study* (TIA) for FIR Day Street Warehouse July 2022 (PEN22-0144). (WEBB-H) An average truck trip length of approximately 40 miles was assumed, per SCAQMD's *Final Staff Report for Proposed Rule 2305 and Rule 316* (SCAQMD-C). On-site service equipment (i.e., forklifts) are assumed to be electric and therefore do not have any direct emissions of criteria pollutants. Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. Separate emissions were computed for both the summer and winter and are shown in **Table C** and **Table D**, respectively.

Table C – Estimated Unmitigated Daily Project Operation Emissions (Summer)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Area	3.79	0.00	0.04	0.00	0.00	0.00
Energy	0.01	0.09	0.07	0.00	0.01	0.01
Mobile	1.28	10.47	16.80	0.09	5.81	1.67
Total	5.08	10.56	16.91	0.09	5.82	1.68
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 3 (Appendix A).

Notes: Emissions reported as zero are rounded and not necessarily equal to zero.

Table D – Estimated Unmitigated Daily Project Operation Emissions (Winter)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	55	55	550	150	150	55
Area	3.79	0.00	0.04	0.00	0.00	0.00
Energy	0.01	0.09	0.07	0.00	0.01	0.01
Mobile	1.18	11.08	14.85	0.08	5.81	1.67
Total	4.98	11.17	14.96	0.08	5.82	1.68
Exceeds Threshold?	No	No	No	No	No	No

Source: WEBB-A, Table 4 (Appendix A).

Notes: Emissions reported as zero are rounded and not necessarily equal to zero.

Evaluation of the data presented in **Table C** and **Table D** above indicates that criteria pollutant emissions from operation of this Project will not exceed the SCAQMD regional daily thresholds for any pollutant during summer or winter. Therefore, the Project's operation-related impacts would be less than significant.

As discussed above, the Project's emissions from both construction and operation would not exceed the SCAQMD regional thresholds of significance. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment and no mitigation is required.

In addition, on May 7, 2021, the Governing Board of the SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule (SCAQMD-C). Under this rule, the owners and operators of warehouses greater than 100,000 square feet are required to directly reduce oxides of nitrogen (NO_x) and particulate matter

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The warehouse rule is a menu-based points system requiring warehouse operators to annually earn a specified number of points. These points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. The SCAQMD expects this rule to reduce emissions from warehouse uses by 10-15 percent. When developed, the proposed warehouse would be subject to this rule, thus further reducing the emissions of the proposed Project.

In summary, as stated above, impacts related to cumulatively considerable net increases of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard is considered less than significant and no mitigation measures are necessary.

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

Response: For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (SCAQMD-D). Staff at the SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). Additional analyses were conducted to evaluate impacts to sensitive receptors regarding carbon monoxide (CO) hot spots and health risk from mobile sources.

Localized Significance Threshold (LST)

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The Project site is located in SRA 24.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are NO_x, CO, PM-10, and PM-2.5. The SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Although the Project site disturbs more than five acres, it is anticipated that a smaller area will be disturbed per day. The SCAQMD’s Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this SCAQMD guidance and the Project’s equipment list during grading (WEBB-A, pp. 5-6), the Project will disturb approximately two acres per day during grading. Therefore, the two-acre LST was used.

The LST are estimated using the maximum daily disturbed area (in acres) and the distance of the Project to the nearest sensitive receptors (in meters). The closest sensitive receptors to the Project construction site are the existing residential properties to the northwest of the Project site along Alessandro Boulevard, approximately 908 feet (277 meters) away. The closest receptor distance on the LST look-up tables are 200 meters. Therefore, a receptor distance of 200 meters (656 feet) was used to ensure a conservative analysis. The results are summarized below in **Table E – LST Results for Daily Construction Emissions**.

Table E – LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lb/day)			
	NO _x	CO	PM-10	PM-2.5
LST for 2-acres at 200 meters	379	5,136	75	23
Demolition-2023	19.94	16.39	2.03	1.03
Grading-2023	37.49	31.35	5.19	2.89
Building Construction-2023	15.44	17.31	0.75	0.70

Building Construction-2024	9.03	11.70	0.47	0.43
Paving-2024	9.03	11.70	0.47	0.43
Architectural Coatings-2024	1.88	2.42	0.11	0.11
Maximum¹	37.49	31.35	5.19	2.89
Exceeds Threshold?	No	No	No	No

Source: WEBB-A Table 5, Appendix A.

Note: ¹ Maximum emissions are the greater of either demolition, grading, or building construction in 2023 alone, or the sum of building construction, paving and architectural coating in 2024 since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table E**, emissions from construction of the Project will be below the LST established by the SCAQMD for the Project.

According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. Therefore, because the proposed Project will operate as a warehouse and has the potential to attract mobile sources that can reasonably be assumed to idle at the site, a long-term LST analysis was prepared for this Project. Although the Project exceeds five acres, per SCAQMD, the LST lookup tables can be used as a screening tool to determine if dispersion modeling would be necessary. Therefore, the Project's on-site emissions from CalEEMod and LST Look-Up Tables for the 5-acre site were utilized as a screening-level analysis.

CalEEMod version 2020.4.0 was utilized to estimate the Project's total on-site emissions, which includes from trucks traveling on the Project site. An on-site distance of 0.27 miles was conservatively assumed to be traveled for each one of the Project's truck trips. Idling emissions from trucks at loading docks is not available in CalEEMod; therefore, PM-10 and PM-2.5 idling emissions were calculated separately to account for 15-minutes of on-site idling per truck per day. The results were added to the total PM-10 and PM-2.5 emissions from CalEEMod and presented in the table below. The closest sensitive receptors to the Project operations are the existing residential properties to the northwest of the Project site along Alessandro Boulevard, approximately 908 feet (277 meters) away. Therefore, a receptor distance of 200 meters (656 feet) was used to ensure a conservative analysis. The results are summarized in **Table F – LST Results for Daily Operational Emissions**.

Table F – LST Results for Daily Operational Emissions

Pollutant	Peak Daily Emissions (lb/day)			
	NO _x	CO	PM-10 ¹	PM-2.5 ¹
LST for 5-acre at 200 meters	488	6,860	23	8
On-Site Emissions	1.60	1.37	0.04	0.02
Exceeds Threshold?	No	No	No	No

Source: WEBB-A Table 6, Appendix A.

As indicated in **Table F**, Project related long-term operational emission will not exceed any SCAQMD operational LST.

CO Hotspots

A carbon monoxide (CO) "hot spot" is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

Based on the information presented below, a CO "hot spot" analysis is not needed to determine whether the addition of Project related traffic will contribute to an exceedance of either the state or federal AAQS for CO emissions in the Project area.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (hereinafter referred to as the 2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (hereinafter

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<p>referred to as the 1992 CO Plan). As cited in the 2003 AQMP, peak carbon monoxide concentrations discussed in the 1992 CO Plan for the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans. (WEBB-A, p. 7.)</p> <p>In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic. This hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion and did not predict any violation of CO standards. Considering that Project-related traffic would result in an increase of 283 daily trips on local roadways, it can reasonably be concluded that Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Project would yield higher CO concentrations if modeled in detail. (WEBB-A, pp. 7-8.) Thus, the Project would not result in CO hot spots.</p> <p><u>Health Risk Assessment (HRA)</u></p> <p>A <i>Health Risk Assessment</i> (HRA) was prepared for the Project by Albert A. Webb Associates dated November 2022 (WEBB-B) and included as Appendix B. HRAs are commonly used to estimate the health risks to the surrounding community from projects that significantly increase the number of diesel vehicles and hence increase the amount of diesel particulate matter (DPM) in the area. The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined that attempting to quantify health risks from small projects (such as this) would not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form. (SCAQMD-E, pp. 9-15.) Notwithstanding, the analysis herein includes an HRA and a localized impact analysis, discussed above, for the immediate vicinity that is based on the potential to exceed the most stringent ambient air quality standards developed for the most sensitive individuals.</p> <p>The proposed Project is a non-refrigerated single warehouse distribution facility building, which will result in an increase in the number of diesel trucks in the Project vicinity. The estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM. Specifically, cancer risks are a calculated probability of the number of people who will develop cancer after exposure to DPM at the same concentration, 24 hours a day, 350 days a year for a lifetime of 70 years.</p> <p>Seven (7) separate discrete receptors located at sensitive receptors (Receptor 1 – Receptor 5) and off-site worker receptors (Receptor 5 – Receptor 7) were modeled in the HRA. Receptor 1 is a residential use on Pepper Street north of Alessandro Boulevard, northeast of the Project site. Receptor 2 through Receptor 4 are non-conforming residential uses northwest of the Project site, along Alessandro Boulevard. Receptors 5 - 7 are non-sensitive uses to the east, south, and west of the Project site. (WEBB-B, p. 13)</p> <p>As shown in Table G – Project-Generated Cancer Risk, each of the modeled receptor locations would be exposed to Project-related cancer risks from DPM on the modeled roadways that are substantially below the SCAQMD threshold of 10 in one million. (WEBB-B, p. 15.) The highest cancer risk at modeled receptor locations is 0.9 per million, located at Receptor 3 and Receptor 4's property boundary of a sensitive receptor. The highest cancer risk at modeled off-site worker receptors is 0.5 per million, located at Receptors 5 and Receptor 6. (WEBB-B, p.15.) Therefore, the Project's DPM emissions will not result</p>				

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in cancer risks of greater than 10 in one million to the mapped sensitive receptors in the vicinity of the Project site.

Table G – Project-Generated Cancer Risk

Receptor	Cancer Risk (per million)
Sensitive Receptors	
1	0.4
2	0.6
3	0.9
4	0.9
Off-site Worker Receptors	
5	0.5
6	0.5
7	0.2

Source: WEBB-B, Table 4 (Appendix B).

In terms of non-cancer risks, the maximum DPM concentration results in a hazard index of 0.00821 which is less than one percent of the allowed threshold of 1.0 (WEBB-B, p. 16).

Based on the discussion above, the Project will not result in localized criteria pollutant impacts during construction or operation, will not generate a CO hot spot, and will not exceed SCAQMD cancer and non-cancer risk thresholds of significance. Therefore, impacts will be less than significant.

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"/>
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Response: The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. The closest sensitive receptors to the Project construction site are the existing residential properties to the northwest of the Project site along Alessandro Boulevard, approximately 908 feet (277 meters) away. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

Additionally, the California Air Resources Board (CARB) has developed an *Air Quality and Land Use Handbook* to outline common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries (CARB-B). The Project applicant proposes to operate the building as a warehouse distribution facility, which is not included on CARB's list of facilities that are known to be prone to generate odors. Therefore, impacts will be less than significant.

Sources:

- Project Description
- City of Moreno Valley, *General Plan 2040*, adopted June 15, 2021. (Available at https://moval.gov/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed November 2022.) [Cited as GP]
 - Chapter 2 – Land Use and Community Character
 - Chapter 8 – Environmental Justice
- City of Moreno Valley, *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan*, certified June 15, 2021. (Available at https://moval.gov/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed November 2022.) [Cited as GP EIR]
 - Section 4.3 – Air Quality
- Albert A. Webb Associates, *Air Quality/Greenhouse Gas Analysis for the First Industrial Warehouse on Day Street (PEN22-0144)*, City of Moreno Valley, November 17, 2022. (Available as Appendix A.) [Cited as WEBB-A]

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ol style="list-style-type: none"> 5. Albert A. Webb Associates, <i>Health Risk Assessment First Industrial Day Street Project (Case Number PEN22-0144)</i>, November 2022. (Available as Appendix B) [Cited as WEBB-B] 6. Albert A. Webb Associates, <i>Scoping Agreement for Traffic Study for FIR Day Street Warehouse</i>, July 2022. (Available at City of Moreno Valley.) [Cited as WEBB-H] 7. California Air Resources Board, <i>Area Designations Maps/State and National</i>, 2020. (Available at https://www.arb.ca.gov/desig/adm/adm.htm, accessed December 2022.) [Cited CARB-A] 8. California Air Resources Board. <i>Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning</i>, dated May 6, 2005. (Available at http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4, accessed December 2022.) (CARB-B) 9. South Coast Air Quality Management District, <i>Final 2016 Air Quality Management Plan</i>, March 2017. (Available at http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp, accessed December 12, 2022.) [Cited as SCAQMD-A] 10. South Coast Air Quality Management District, <i>White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution</i>, August 2003. (Available at http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf, accessed December 12, 2022.) [Cited a SCAQMD-B] 11. South Coast Air Quality Management District, <i>Board Meeting Agenda No. 27, May 7, 2021, Attachment I, Final Staff Report, Proposed Rule 2305 – Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305</i>. (Available at http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10, accessed December 12, 2022.) [Cited a SCAQMD-C] 12. South Coast Air Quality Management District, <i>Final Localized Significance Threshold Methodology</i>, Revised July 2008. (Available at http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds, accessed December 12, 2022.) [Cited a SCAQMD-D] 13. South Coast Air Quality Management District, <i>Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae</i>, April 13, 2015. (Available at https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf, accessed December 12, 2022.) [Cited a SCAQMD-E] 				
IV. BIOLOGICAL RESOURCES – Would the project:				
<p>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: A <i>Biological Assessment Letter Report</i> (the Biological Assessment) was prepared by Blue Consulting Group (Blue) dated August 2, 2022. The Biological Assessment is included as Appendix C of this Initial Study Mitigated Negative Declaration (IS/MND).</p> <p><u>Setting</u> The Biological Survey Area (BSA) evaluated in the Biological Assessment includes the Project site and off-site improvement area plus a 100-foot buffer. (Blue, p. 3.) The BSA consists of developed/disturbed areas that are mostly paved and include a linear detention basin located on the southernmost portion of the Project Site the Project site. There is a small flat dirt pad with bare earth and disturbed vegetation in the southeast corner of the Project site. (Refer to Figure 2 – Aerial Map.) This portion of the Project site area is frequently abated for weeds. The area surrounding the Project site consists of industrial development, undeveloped parcels, and development infrastructure.</p>				

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<p>The Project site and off-site improvement area are located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project site and off-site improvement area are not within any Subunits or MSHCP designated Criteria Cells and is not required to comply to Cell Criteria compliances under the MSHCP nor is the Project site or off-site improvement area Public/Quasi-Public (PQP) or MSHCP Conserved Lands. (Blue, p. 3.)</p> <p><u>Methodology</u> Prior to the field investigation, reference materials and databases relevant to the Project site and off-site were reviewed for the Project site. In addition to on-line databases and mapping tools, the Perris Topographic map was also reviewed. The sources reviewed include:</p> <ul style="list-style-type: none"> • USDA Natural Resources Conservation Service (NRCS) Web Soil Survey; • USFWS Critical Habitat Mapper and File Data; • MSHCP Transportation and Land Management Agency GIS Database; • Riverside County Integrated Plan Conservation Summary Report Generator; • US Army Corps of Engineers (USACE); • California Department of Fish and Wildlife (CDFW) and • Regional Water Quality Control Board (RWQCB). <p><u>Burrowing Owls</u> The Project site and off-site improvement area are not within an MSHCP burrowing owl survey area. Additionally, since the Project site and off-site improvement area are developed, no burrowing owl assessment was completed. No suitable habitat for burrowing owls or owl sign (i.e., presence of feathers, pellets, fecal matter, prey remains, etc.) were observed within the BSA. Since the BSA is highly disturbed by existing development, the BSA is not considered feasible habitat for burrowing owls; thus, no further surveys (including preconstruction surveys) are required for this species. (Blue, p. 6.) Therefore, implementation of the proposed Project would not impact burrowing owl.</p> <p><u>Riverine/Riparian Areas and Jurisdictional Waters</u> According to the Biological Assessment, there are no MSHCP-defined Riparian/Riverine areas within the BSA. The manufactured and maintained linear detention basin does not qualify as a riparian/riverine and/or jurisdictional feature. Because there are no riparian/riverine or potentially jurisdictional waters on the Project site or off-site improvement area; implementation of the proposed Project will not impact these resources.</p> <p><u>Plants/Vegetation</u> Plant species observed within the BSA include three non-native species: red-stem erodium (<i>Erodium cicutarium</i>), prickly lettuce (<i>Lactuca serriola</i>), and Russian thistle (<i>Salsola tragus</i>). These plants are typical of developed and disturbed habitats. Eleven (11) special-status plant species have been reported to occur within the Perris quadrangle, with three (3) of the species having a federal and/or state listing status: San Jacinto Valley crownscale (<i>Atriplex coronata</i> var. <i>notatior</i>), thread-leaved brodiaea (<i>Brodiaea filifolia</i>), and spreading navarretia (<i>Navarretia fossalis</i>). because the entire BSA is developed, all 11 of the special-status species are absent from the BSA. and no further survey is needed to determine presence or absence. (Blue, pp. 5-6.) Because there are no special status plants species on the Project site or off-site improvement area, implementation of the proposed Project will not impact these resources.</p> <p><u>Wildlife</u> Fifteen special-status wildlife species are reported to exist in the Perris quadrangle, of which three species are federally and/or state listed: Stephens' kangaroo rate (<i>Dipodomys stephenis</i>), coastal California gnatcatcher (<i>Poliioptila californica</i>) and least Bell's vireo (<i>Vireo belli pusillus</i>). Due to the highly disturbed nature of the Project site, off-site improvement area, and BSA, all 15 wildlife species are absent from the BSA and no further survey is necessary to determine presence or absence of these species. (Blue, p. 5.) Because there are no special status plants species on the Project site or off-site improvement area, implementation of the proposed Project will not impact these resources.</p> <p><u>Nesting Birds</u> The existing trees along the Project's street frontage have the potential to provide habitat for nesting migratory birds. Therefore, the proposed Project has the potential to impact active bird nests if</p>				

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<p>construction begins and/or 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. To comply with the MBTA and relevant sections of the California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), construction should take place outside of the typical avian nesting season (i.e., February¹1st-August³¹1st), to the maximum extent practical. If construction cannot avoid the nesting season, implementation of mitigation measure MM BIO 1 would ensure MBTA compliance by requiring 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 to a less than significant level.</p> <p>MM BIO 1: If construction is proposed during the nesting/breeding season (February 1 through August 31), a qualified biologist (the “Project Biologist”) shall perform preconstruction surveys in potential nesting areas seven days or less prior to disturbance. If active nests are documented, species-specific measures, as determined by the Project Biologist, shall be implemented to prevent abandonment of the active nest. including but not limited to, installation of barriers. If construction begins in the non-breeding season, but extends into the breeding season, nesting bird surveys shall be conducted prior to moving into the new areas. In areas where work is already active, any birds building adjacent nests shall be presumed to be unconcerned by the activity.</p> <p><u>Vernal Pool and Fairy Shrimp</u> No vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet habitats were observed within the BSA. (Blue, p. 6.) Because there is no suitable habitat that would support fairy shrimp or other vernal pool species, implementation of the proposed Project will not impact these species.</p> <p>For the reasons set forth in the preceding paragraphs, implementation of the proposed Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, impacts would be less than significant with mitigation incorporated.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: As noted in Threshold IV (a) above, there are no riparian habitat or other sensitive natural communities identified within the BSA. and the Project site and off-site improvement area have already been developed and disturbed. (Blue, pp. 6–7.). Thus, implementation of the Project would not affect any riparian habitat or other sensitive natural community. Therefore, no impacts would occur.</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>Response: As noted in Threshold IV (a) above, there are no vernal pools or wetlands present within the BSA and there is no habitat on-site which is suitable to support the potential for vernal pools (Blue, pp. 6–7). The Project site and off-site improvement area have historically been developed and disturbed; therefore, implementation of the proposed Project would not affect protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc. Therefore, no impacts would occur.</p>				

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<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>Response: As noted in Threshold IV (a) above, the Project site and off-site improvement area are not located any MSHCP designated Criteria Cells or Cell Groups and is not required to comply to Cell Criteria compliances under the MSHCP nor is the Project site or off-site improvement area PQP or the MSHCP Conserved Lands (core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area). The Project site is developed/disturbed.</p> <p>The existing street trees on Day Street adjacent to the Project and off-site improvement area have the potential to provide habitat for nesting migratory birds. If construction occurs during the nesting season, generally between February 1 through August 31, preconstruction surveys shall be conducted as set forth in mitigation measure MM BIO 1 above.</p> <p>There are no native wildlife nursery sites in Moreno Valley.</p> <p>With implementation of mitigation measure MM BIO 1, Project impacts regarding interfering with the movement of any native resident or migratory fish or wildlife species, or with an established native resident or migratory wildlife corridors or impeding the use of native wildlife nursery sites would be reduced to less than significant.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As noted, under Threshold IV (a), the Project site is disturbed/developed and does not contain any federal and/or state listed plant species. However, the Project would be required to comply with the following City MC chapters/sections:</p> <ul style="list-style-type: none"> • MC Chapter 3.48 – Western Riverside County Multiple Species Habitat Conservation Plan Fee, a local development mitigation fee is required for development projects within the City. • MC Section 8.60.070 – Imposition of Impact and Mitigation Fee, applicants for development permits within the boundary of SKR plan area shall pay an impact and mitigation fee. • MC Section 9.17.030 – Landscape and irrigation design standards, section G – Heritage Trees, a Heritage Tree is defined as any tree that define historical or cultural character of the City; a tree with a fifteen inch diameter and 24 inches above ground level; and trees that have a height of fifteen feet or greater. It is forbidden within the City for any person to remove, destroy, top or disfigure a heritage tree within the City limits. <p>The Project would comply with MC Chapter 3.48 and Section 8.60.070 through payment of applicable fees during issuance of development permits. Additionally, the Project site does not contain any trees. If any trees are removed in the off-site improvement area, a tree survey will be required and would be required to comply with the provisions of City MC Section 9.17.030(G). Therefore, through payment of applicable fees and adherence to the City MC, implementation of the Project would not conflict with any local polices or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, less than significant impacts would occur.</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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project site falls within the boundaries of two Habitat Conservation Plans (HCPs): the MSHCP and the Stephens Kangaroo Rat (SKR) HCP. The Project site is not, however, located within a Criteria Cell of the MSHCP, which would require consideration of part or all of the Project site to be set aside for conservation. Although the Project does not have a requirement to set aside land for the</p>				

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<p>MSHCP Conservation area, the City is a Permittee to the MSHCP and therefore must ensure that all projects comply with Sections 6.1.2, 6.1.3, 6.1.4 and 6.3.2 of the MSHCP.</p> <p>Section 6.1.2 of the MSHCP requires assessment of riparian, riverine, fairy shrimp and vernal pool habitats. None of these features, habitats or vegetation communities are present on the site. Therefore, the Project would not conflict with Section 6.1.2 of the MSHCP.</p> <p>Section 6.1.3 requires assessment of sites in a designated survey area for narrow endemic plants to be completed. The Project site does not contain habitat for endemic plants and is not located within one of these survey areas; and is therefore not required to survey for any narrow endemic plants. Because there is no habitat and the Project site is not in a survey area, the Project does not conflict with Section 6.1.3 of the MSHCP.</p> <p>Section 6.1.4 requires projects located adjacent or near MSHCP conservation areas to consider edge effects or conditions of their urban/wildlife interface into the project design. Since the Project is not located in a Criteria Cell, and not near any lands identified for MSHCP conservation, this section of the MSHCP does not apply. Therefore, the Project would not conflict with Section 6.1.4 of the MSHCP.</p> <p>Section 6.3.2 requires assessments for particular species in designated survey areas. The proposed Project (APN 297-130-036) was surveyed for burrowing owl habitat and no burrows, owls, or traces of burrowing owls were identified on-site. Due to the developed nature of the site, the site does not support suitable burrowing owl habitat and therefore does not require focused surveys. Based on the lack of suitable habitat thereby eliminating the need for focused surveys, the Project will not conflict with Section 6.3.2 of the MSHCP.</p> <p>As a signatory to the MSHCP, the City's MC Chapter 3.48 established a Local Development Mitigation Fee Schedule to be used by the Western Riverside County Regional Conservation Authority (RCA) to implement the MSHCP. The Project will participate in the MSHCP through the payment of the Local Development Mitigation Fee Schedule at the time building permits are issued pursuant to the provisions set forth in MC Chapter 3.48. Payment of MSHCP impact fees will also ensure the City's compliance with the MSHCP.</p> <p>The Project site lies outside of the SKR HCP Core Reserves, but within the Fee Area boundary. To be compliant with SKR HCP, the Project will be required to pay the SKR mitigation fee upon issuance of a development permit. For the reasons explained above, implementation of the proposed Project will not conflict with the provisions of the MSHCP or the SKR HCP. Therefore, no impacts would occur.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. BLUE Consulting Group, <i>Biological Assessment Letter Report</i>, August 2022. (Appendix C) [Cited as Blue] 2. California Fish and Game Code, <i>Fish and Game Code Division 4 – Birds and Mammals Part 2 – Birds Chapter 2 – General Provision Section 3503</i>. 1971. (Available at https://law.justia.com/codes/california/2021/code-fgc/division-4/part-2/chapter-1/section-3503/) 3. Code of Federal Regulations, <i>CFR Title 50 Chapter 1 Subchapter B Part 10- General Provisions</i>.1973. (Available at https://www.ecfr.gov/current/title-50/chapter-1/subchapter-B/part-10) 4. City of Moreno Valley, <i>Moreno Valley Municipal Code</i>, October 2021. (Available at http://qcode.us/codes/morenovalley/, [Cited as MC]) 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> • Title 3 – Revenue and Finance <ul style="list-style-type: none"> - Chapter 3.48 – Western Riverside County Multiple Species Habitat Conservation Plan Fee • Title 8 – Buildings and Construction <ul style="list-style-type: none"> - Section 8.60.070 – Imposition of Impact and Mitigation Fee • Title 9 - Planning and Zoning <ul style="list-style-type: none"> - Section 9.17.030 – Landscape and irrigation design standards <p>5. City of Moreno Valley, General Plan 2040, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP]</p> <ul style="list-style-type: none"> • Section 10 - Open Space and Resource Conservation 				
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: A <i>Phase I Cultural Resources Survey of the First Day Street Logistics Project</i> was prepared by Brian F. Smith and Associates (BFSA), Inc. on September 2, 2022 (the “<i>Phase 1 CRA</i>”) and is included as Appendix D of this IS/MND. The preparation of the <i>Phase 1 CRA</i> entailed a records search and a field survey. Intensive site surveys using series of parallel transects spaced at approximately 10-meter intervals were conducted on January 25 and July 27, 2022. (BFSA-A, p. 4.0-1.)</p> <p>The results of the records search identified 37 cultural resources previously recorded within a one-mile radius of the Project site and off-site improvement area; however, none of these recorded resources are located directly within the Project site or off-site improvement areas. (BFSA-A, p. 5.0-1).</p> <p>The <i>Phase 1 CRA</i> did not identify any historic or prehistoric sites within the Project site or offsite improvement area, thus implementation of the proposed Project will not result in a substantial adverse change in the significance of a historical resource pursuant to §15064.5. Therefore, no impacts would occur.</p>				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: As discussed in Threshold V (a) above, of the of 37 cultural resources recorded within one mile of the Project site and off-site improvement area, none of these recorded resources are located directly within or adjacent to the Project site or off-site improvement area. The <i>Phase 1 CRA</i> concluded that the potential for buried or masked cultural deposits is considered low to moderate. However, given the historic and prehistoric use of the surrounding area and the fact that an existing structure covers a large portion of the Project site, there is still a potential for inadvertent discoveries of buried archaeological deposits during grading. (BFSA-A pp. 5.0-2, 6.0-1.) Based on this, with implementation of mitigation measure MM CR 1, potential impacts to archaeological resources would be reduced to less than significant.</p> <p>MM CR 1: Prior to the issuance of a grading permit, the applicant/Project developer shall retain a qualified archaeologist to conduct monitoring of all ground disturbing activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s) including the Pechanga Band of Indians, the contractor, and the City, shall develop a Cultural Resources Monitoring Plan (CRMP). 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. All cultural resource discoveries shall be registered at the EIC and the City of Moreno Valley must be immediately notified of the discovery and additional mitigation measures.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The proposed Project site and off-site improvement area have been historically used for industrial purposes. No known cemetery has occurred at these locations, so it is not anticipated to contain human remains, including those interred outside of formal cemeteries. In the unlikely event that unknown human remains or funerary objects are uncovered during construction, pursuant to law, the proper authorities would be notified and standard procedures for the respectful handling of human remains would be adhered to in compliance with California Code of Regulations (CCR) Title 14, Chapter 3, Section 15064.5(e); Public Resources Code (PRC) Division 5, Chapter 1.75, Section 5097.98; and State Health and Safety Code (HSC) Division 7, Part 1, Chapter 2, Section 7050.5. Compliance with these regulations would reduce potential impacts to the disturbance of human remains to less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Project Description 2. Brian F. Smith and Associates, Inc., Phase I Cultural Resources Survey for the First Day Street Logistics Project, Moreno Valley, September 2022. (Appendix D) [Cited as BFSA-A]. 3. Code of Regulations, (Available at https://govt.westlaw.com/calregs/Index?transitionType=Default&contextData=%28sc.Default%29, accessed November 29, 2022.) [Cited as CCR] <ul style="list-style-type: none"> • Title 14, Chapter 3, Section 15064.5 4. Public Resource Code (Available at <a +public+resources+code+-+prc"="" href="https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=">https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle="+Public+Resources+Code+-+PRC, accessed November 29, 2022.) [Cited as PRC] <ul style="list-style-type: none"> • Division 5, Chapter 1.75, Section 5097.98 5. California Health and Safety Code (Available at <a +health+and+safety+code+-+hsc"="" href="https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC&tocTitle=">https://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=HSC&tocTitle="+Health+and+Safety+Code+-+HSC, accessed November 29, 2022.) [Cited as HSC] <ul style="list-style-type: none"> • Division 7, Part 1, Chapter 2, Section 7050.5 				
<p>VI. ENERGY – Would the project:</p>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Southern California Edison (SCE) and the Moreno Valley Electric Utility (MVU) provide electricity to the city (GP, p. 5-19).</p> <p>The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines and utilizes the assumptions from the <i>Air Quality/Greenhouse Gas Analysis</i> (WEBB-A). Because the California Emissions Estimator Model (CalEEMod) program used in this technical report does not display the amount and fuel type for construction-related sources, additional calculations were conducted and are summarized below. These calculations are contained in Appendix E of this IS.</p> <p>Appendix F of the CEQA Guidelines provides for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Pursuant to impact possibilities listed in CEQA Guidelines Appendix F, an impact with regard to energy consumption and conservation will occur if implementation of the proposed Project will:</p> <ul style="list-style-type: none"> • Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include: <ol style="list-style-type: none"> a. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal; b. The effects of the project on local and regional energy supplies and on requirements for additional capacity; 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c. The effects of the project on peak and base period demands for electricity and other forms of energy;
- d. The degree to which the project complies with existing energy standards;
- e. The effects of the project on energy resources;
- f. The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines:

1. The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.

Construction

Project construction would require the use of construction equipment for grading and building activities, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source (see **Table H – Construction Energy Use**).

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the *Air Quality/Greenhouse Gas Analysis* included in Appendix A of this IS. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD CEQA *Air Quality Handbook* (WEBB-A, p. 2). Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using CARB’s EMFAC 2017 model (CARB-C). EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Hauling trips were assumed to be heavy-duty diesel trucks. Please refer to Appendix E of the IS for detailed calculations.

As shown below in **Table H**, a total of approximately 45,195 gallons of diesel fuel and approximately 16,194 gallons of gasoline are estimated to be consumed during Project construction.

Table H – Construction Energy Use

Fuel ^a	Fuel Consumption ^a
Diesel	
On-Road Construction Trips ^b	12,319 Gallons
Off-Road Construction Equipment ^c	32,876 Gallons
Diesel Total	45,195 Gallons
Gasoline	
On-Road Construction Trips ^b	16,194 Gallons
Off-Road Construction Equipment ^d	-
Gasoline Total	16,194 Gallons

Notes:

^a Source: Table 1 – Total Construction-Related Fuel Consumption, Appendix E of the IS.

^b On-road mobile source fuel use based on VMT from CalEEMod for construction in 2023 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web-based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix E of the IS for calculation details.

^c Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.

^d All emissions from off-road construction equipment were assumed to be diesel

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR § 2449(d)(3)). Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 13.0 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2021, which is the most recent published data (CDTFA). Thus, the fuel usage during Project construction

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

The Project will promote building energy efficiency through compliance with current energy efficiency standards (Title 24 and CALGreen). The Project proponent has committed to achieve LEED “Certified” status for the building. The Project also reduces vehicle fuel usage due to compliance with regulatory programs and Project design features that reduce VMT. “AB 1493 (“the Pavley Standard”) requires reduction in greenhouse gas (GHG) emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and after. Executive Order S-01-07 went into effect in 2010 and required a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2018 through 2025. (CAP, 1-9 - 1-10)

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis included in Section VIII, Greenhouse Gas Emissions, of this IS. The Project site’s total electrical consumption was estimated to be approximately 1,961,897 kilowatt-hour (kWh) of electricity per year, this is the sum of the building electricity (463,682 kWh/year), the electricity demand for the nine (9) proposed EV charging stations (1,478,250 kWh/year), and electricity related to the Project’s water consumption (19,965 kWh/year) (Appendix E, Table 3). The electricity usage from the future EV charging stations serving the Project site’s designated EV charging spaces were estimated outside CalEEMod. Electricity demand was estimated using data from SCAQMD for EV charging station usage and the CalEEMod default SCE carbon intensity data. It was assumed that each designated EV charging space would contain one charger and, based on SCAQMD data, that each charger would be a 50 kW charger used approximately 10 hours per day or five separate two-hour charging events. Based on these assumptions, each EV charger would use approximately 450 kWh of electricity per day. Additionally, the Project’s natural gas consumption was estimated to be approximately 331,586 kilo-British thermal units (kBtUs) or approximately 3,316 therms.

In comparison to the Project, SCE is one of the nation’s largest electric utilities and provides service to the City, including the Project site. SCE consumed approximately 81.1 billion kilowatt-hours (kWh) in 2021 (CEC-A). The Southern California Gas Company (SCG) provides natural gas service to the City. As reported by the CEC, SCG consumed approximately 5.1 billion therms in 2021 (CEC-B). At full build-out, the Project site’s electricity and natural demand would be a negligible amount of the existing electricity and natural gas use in the respective service area.

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in Section VIII, Greenhouse Gas Emissions, of this IS. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2017. As shown below in **Table I – Annual Fuel Consumption**, a total of approximately 51,044 gallons of gasoline fuel and approximately 96,960 gallons of diesel fuel is estimated to be consumed each year. As stated above, the State of California consumed approximately 13.0 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2021. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Table I – Annual Fuel Consumption

Fuel Type ^{a,b}	Fuel Consumption (gallons/year)
Gasoline	51,044
Diesel	96,960

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Notes: ^a Source: –Table 3 - Annual Energy Consumption from Operation, Appendix E of the IS. ^b Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (Appendix A) for operational year 2024 and fleet-average fuel consumption in gallons per mile from EMFAC2017 data in Riverside County</p> <p>Regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Additionally, designing the building to achieve LEED “Certified” status also serve to reduce energy and fuel consumption.</p> <p>Collectively, compliance with regulatory programs and design features would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore, impacts to energy resources during construction or operation will be less than significant and no mitigation is required.</p> <p>2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.</p> <p>As addressed above, the Project’s anticipated electricity consumption is minimal in comparison to SCE’s supply. The Project will comply with applicable state, SCE, and MV GP goals and policies that require energy conservation within the Project site. As discussed above, SCE’s total electricity consumption was approximately 81.1 billion kWh in 2021. The Project demand would be a negligible amount of SCE’s existing electricity use. As such, there will be adequate capacity to serve the proposed Project.</p> <p>As addressed above, the Project’s natural gas consumption was estimated to be approximately 331,586 kBtus per year (or 3,316 therms per year). The Project will comply with applicable California Public Utilities Commission (CPUC), state, SCG, and MV GP goals and policies that require energy conservation within the Project area. As discussed above, the Project demand would be a negligible percent of SCG’s existing natural gas use. As the proposed Project’s overall consumption of natural gas use is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies.</p> <p>3. The effects of the project on peak and base period demands for electricity and other forms of energy.</p> <p>As described above, SCE produced approximately 81.1 billion kWh in 2021, and the Project is expected to have a negligible impact to SCE’s total electricity usage. Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.</p> <p>The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. The Project will install efficient lighting and lighting control systems. Solar or light-emitting diodes (LEDs) will be installed for outdoor lighting. The site and buildings will be designed to take advantage of daylight, such that use of daylight is an integral part of the lighting systems in buildings. Lighting will incorporate motion sensors that turn them off when not in use. Trees and landscaping will be used to reduce energy use. Light colored roofs over office area spaces and light-colored pavements will be installed. With regards to peak hour demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods.</p> <p>To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.</p> <p>4. The degree to which the project complies with existing energy standards.</p> <p>The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>through energy conservation measures, as well as reducing water consumption and VMT. As described above, the proposed Project will meet and/or exceed these regulatory requirements.</p> <p>The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. The proposed Project will comply with Title 24. This would be accomplished through, among other things, implementation of energy reduction measures, such as energy efficient lighting and appliances, installation of light-colored roofs over office spaces, installation of light colored pavements, and installation of barriers between conditioned and unconditioned spaces. The Project would comply fully with existing energy standards.</p> <p>In addition, the Project will be consistent with applicable goals and polices within the MV GP. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.</p> <p>5. The effects of the project on energy resources.</p> <p>The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that the Project does not result in the inefficient, unnecessary, or wasteful consumption of energy. Notable regulatory measures that are discussed above include compliance with California Title 24 and CalGreen Standards, Renewable Portfolio Standards (RPS), Pavley standards and the Advanced Clean Cars Program.</p> <p>6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.</p> <p>As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and MV GP policies and implementation of design features and mitigation measures. Regarding efficient transportation alternatives, the Project will provide alternative transportation choices because the Project area is near transit agency Riverside Transit Agency (RTA). The nearest bus stop, Route 20, is located on Alessandro Boulevard approximately one mile east of the Project site, near the intersection of Alessandro Boulevard and Frederick Street. Additionally, the Project will comply with CalGreen requirements by providing bike racks, EV charging spaces, and carpool/vanpool parking stalls.</p> <p>For the reasons provided above, the Project would not result in the inefficient, wasteful, or otherwise unnecessary consumption of energy resources. Therefore, impacts would be considered less than significant.</p>				
<p>b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As discussed in Threshold VI (a), above, the proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations, as noted above. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT and increasing use of alternative fuels. The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. Further, the proposed Project will comply with the Calgreen code. This would be accomplished through among other things, with implementation of energy reduction measures, such as energy efficient lighting and lighting control systems, appliances, installation of light-colored roofs over office spaces, installation of light colored pavements, installation of barriers between conditioned and unconditioned spaces, and providing clean/air /vanpool parking stalls.</p> <p>In addition, as discussed in Threshold VIII (a), below, the Project will be consistent with applicable goals and policies within the MV GP in addition to the City's Climate Action Plan (CAP). As such, through compliance with MV GP energy objectives and policies, the proposed Project will meet and/or exceed</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
these regulatory requirements. Therefore, impacts to obstructing a state or local plan for renewable energy or energy efficiency during construction or operation would be less than significant.				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Project Description 2. Moreno Valley, <i>General Plan</i>, adopted June 15, 2021 (Available at https://moval.gov/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed November 2022.) [Cited as GP] <ul style="list-style-type: none"> • Chapter 10 – Open Space and Resource Conservation 3. Moreno Valley, <i>Climate Action Plan</i>, adopted June 15, 2021. (Available at https://moval.gov/city_hall/general-plan2040/MV-CAP.pdf, accessed December 2022.) [Cited as CAP] 4. California Department of Tax and Fee Administration, <i>Fuel Data, Facts and Statistics</i>, 2021. (Available at https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed December 20, 2022.) [Cited as CDTFAA]. 5. California Air Resources Board, <i>EMFAC2017 Model, v1.0.3 Web Database</i>. (Available at: https://arb.ca.gov/emfac/, accessed October 2022) [Cited as CARB-C] 6. California Code of Regulations. (Available at https://govt.westlaw.com/calregs/Index?transitionType=Default&contextData=%28sc.Default%29, accessed December 20, 2022.) [Cited as CCR]. 7. California Energy Commission, <i>Energy Consumption Data Management System, California Energy Consumption Database, Electricity Consumption by Entity</i>, interactive Web tool. (Available at http://www.ecdms.energy.ca.gov/elecbyutil.aspx, accessed December 20, 2022.) [Cited as CEC-A]. 8. California Energy Commission, <i>Energy Consumption Data Management System, California Energy Consumption Database, Natural Gas Consumption by Entity</i>, interactive Web tool. (Available at http://www.ecdms.energy.ca.gov/gasbyutil.aspx, accessed December 20, 2022.) [Cited as CEC-B]. 				
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 Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: There are three major faults/fault zones that directly affect Moreno Valley. They are the southern section of the San Andreas Fault, the San Jacinto Fault Zone, and the Elsinore Fault Zone. The San Jacinto Fault Zone is the most active fault in Southern California and has the potential to produce a 7.2 magnitude earthquake. (GP EIR, pp. 4.7-1, 4.7-9.) There are three branches of the San Jacinto Fault in the southeast corner of the City. (GP, p. 6-2.) The San Jacinto Fault is located approximately 8.24 miles northeast of the Project site and off-site improvement area. Therefore, although seismic activity is known to exist throughout Southern California, there are no known faults through or near the Project site and off-site improvement area that would result in substantial effects. Further, the Project will be designed to meet or exceed the seismic standards in the current California Building Code (CBC).</p> <p>As stated in the <i>Geotechnical Investigation Proposed Warehouse</i> prepared by Southern California Geotechnical (SCG) in February 2022 (the “<i>Geotechnical Investigation</i>”) located in Appendix F, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no evidence of faulting was found. (SCG, p. 10.) Therefore, impacts related to the risk of loss, injury, or death involving rupture on a known earthquake fault delineated on an Alquist-Priolo Earthquake Fault Zoning Map are less than significant.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project site is located within a seismically active regions of Southern California. As mentioned in Threshold VII (a)(i) the Project site and off-site improvement area are located approximately 8.24 miles northeast of the San Jacinto Fault. (GE) Earthquake-generated ground shaking can be expected at the Project site and off-site improvement area. The amount of motion is dependent on the distance to the fault, the magnitude of the earthquake and the local geology.</p> <p>Structures built in the City are required to be constructed in compliance with the City's MC Chapter 8.21 – Grading Regulation and the California Building Standards Code (Title 24) of the California Code of regulations (CRR) included in the MC Chapter 8.20 – California Building Code (CBC). These standards and regulations are designed to govern the design and construction of the building, associated facilities and equipment. (GP EIR, pp. 4.7-9 – 4.7-13.) Additionally, the Project site will be graded, and the proposed building will be constructed in accordance with the recommendations of the <i>Geotechnical Investigation</i>. Thus, through compliance with the provisions of MC Chapter 8.21 and Chapter 8.20, the California Building Standards Code and the recommendations of the <i>Geotechnical Investigation</i>, ground-shaking 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>Response: Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. It generally occurs when the underlying water table is 50 ft or less below the surface. Liquefaction potential is greater in saturated, loose poorly graded fine sands. According to Map S-2 Liquefaction Hazard of the City's GP the Project site and off-site improvements area are located in an area designated high to moderate liquefaction susceptibility. (GP, p. 6-4.)</p> <p>As part of the <i>Geotechnical Investigation</i> a liquefaction evaluation was conducted in accordance with the requirements of Special Publication 117A and currently accepted practice. This method predicts the earthquake-induced liquefaction potential of the site based on a given design earthquake magnitude and peak ground acceleration at the subject site. (SCG, p. 12.) Based on the liquefaction analysis it was determined that no potentially liquefiable soils are located at the Project site. The soils identified below the historic groundwater table possess factors of safety in excess of 1.3 which are considered non-liquefiable. (SCG, p. 13.)</p> <p>The <i>Geotechnical Investigation</i> determined that no design consideration related to liquefaction was considered warranted for this Project (SCG, p. 13.) Nevertheless, the Project will be required to adhere to relevant regulations contained in the MC Section 8.21.50 – Grading Permit Requirements. As previously mentioned in Threshold VII (a)(ii) MC Section 8.21.50 requires that all Projects provide geotechnical report prior to issuance of grading permits. Although the Project site has been previously developed the Project will still be required to adhere to all the recommendations outlined in the geotechnical report. Through compliance with the recommendations in the <i>Geotechnical Investigation</i>, implementation of the proposed Project would have a less than significant impacts.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: Landslides occur when masses of rock or debris move down a slope, including rock falls, deep failure of slopes and shallow debris flows. According to the GP Map S-3: Landslide Hazards, the Project site and office site improvement area are not located within an area that is listed as having moderate to high risk of landslide susceptibility and is distant from possible from landslide or rockfall runout zones. (GP, p. 6-7.)</p> <p>The <i>Geotechnical Investigation</i> found that the Project site is relatively flat with an overall downward slope to the south at a gradient of less than 1 percent. (SCG, p. 4.) Nonetheless, the Project will be required to adhere to the recommendations outlined in the <i>Geotechnical Investigation</i> as mentioned above in Threshold VII (a)(ii) – (a)(iii). Thus, implementation of the proposed Project would not directly or indirectly cause the risk of loss, injury or death involving landslides. Therefore, no impacts would occur.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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>Response: The proposed Project would involve demolition, excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. As such, the proposed Project would be required to comply with the City’s grading standards and erosion control measures, included in MC Chapter 8.21 – Grading Regulations and Chapter 8.10 – Stormwater/Urban Runoff Management and Discharge Controls of the City’s MC. Per MC Chapter 8.21 the Project would require grading permits and an erosion control plan be approved by the City Engineer. Additionally, the Construction General Permit issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. The proposed Project 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 demolition, grading and construction activities.</p> <p>After project completion, the Project site would be developed with a 164,968 square foot industrial warehouse building, new paved parking lot, and landscape improvements or covered with impervious surfaces and drainage would be controlled through a storm drain system. Additionally, the Project would implement the operational BMPs as included in the <i>Water Quality Management Plan</i> (Appendix J) for the Project, which would reduce potential for soil erosion from the Project site. BMP’s proposed consist of; paved facilities, installation curb two filtered drain inlets, proper housekeeping procedures (such as motorized sweeper), proper storage of hazardous materials, and trained personnel to handle accidental spills and avoid storm water pollution. (WEBB-E, pp. 25-29) Thus, because of the NPDES requirements, impacts related to substantial soil erosion occurring either during construction or operation would be less than significant and no mitigation is required.</p>				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As previously mentioned in Threshold VII (a)(iv) above, the Project site is located in a relatively flat area, and does contain nor is adjacent to any significant slope or hillside area. Additionally, as discussed in Threshold VII (a)(iii) above the Project site is located within an area that is been categorized as having high to moderate liquefaction potential. However, based on the liquefaction analysis completed in the geotechnical investigation, it was determined that the Project site does not contain any potentially liquefiable soils. (SCG, p.13.) However, the Project is required to comply with MC Section 8.21.50 – Grading permit requirements. The geotechnical report concluded that the potential for lateral spreading, and subsidence within the Project site is considered to be low. (SCG, p. 10.) Additionally, the Project shall comply with policies outlined in the Safety Element of the General Plan. (GP EIR, p. 4.7-14.) Through compliance of the Safety Element of the General Plan, MC Section 8.21.50 and the recommendations outlined in the geotechnical investigation the Project would have less than significant impacts lead to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, less than significant impacts would occur.</p>				
D) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Geotechnical Investigation 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. The results of expansion index testing indicated that near surface soils have low expansion potential. (SCG, p. 14.) As such, the geotechnical investigation provided recommendations that will be taken into the design, construction, and grading considerations. (SCG, p. 10.) Specific recommendations include moisture conditioning, additional steel reinforcement, and imported fill soils should have very low expansive characteristics. (SCG, p. 18.)</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>In addition, as described previously, the Project shall comply with MC Chapter 8.21, and the California Building Code (CCR, Title 24, Part 11 – Cal Green). Thus, with compliance with the MC Chapter 8.21 and the California Building Standards Code, and the recommendations outlined in the geotechnical investigations, would ensure the Project structures would withstand the effects related to ground movement including expansive soils. Therefore, impacts would be less than significant.</p>				
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project site was previously developed and served by a sanitary sewer; therefore, the redevelopment of the site will connect to the existing sewer line on-site. Thus, implementation of the proposed Project would not necessitate the use of septic tank or alternative wastewater disposal system. Therefore, no impacts would occur.</p>				
<p>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: A <i>Paleontological Assessment for the First Day Street Logistics Project</i> was prepared by Brian F. Smith and Associates, Inc. (BFSA-B) in September 2022. (Appendix G). Paleontological locality records search from a previously analyzed Edgemont Commerce Center project were utilized due to its proximity to the Project site. The records search indicated that Western Science Center (WSC) did not have records of fossil localities within one mile of the Edgemont Commerce Center Project, but that Pleistocene-aged fossils vertebrates have been found throughout the region from sedimentary deposits similar to those mapped at the project. (BFSA-B, p. 5.)</p> <p>The closest known fossil localities to the Project site are from the Aldi Distribution Center located southwest of SR-60 and Redlands Boulevard approximately 6.5 miles east-northeast of the current Project site. (BFSA-B, p. 5.) These fossil localities are from the late Pleistocene area which consist of the remains of a horse (<i>Equus</i> sp.), a giant ground sloth (<i>Megalonyx jeffersonii</i>), and a llama (<i>Hemiauchenia</i> sp.), animals that became extinct in North America at or soon after the end of the Pleistocene epoch, about 11,700 years ago. The depths of the fossils range from approximately 11 to 13 feet below the surface. (BFSA-B, p. 5.)</p> <p>According to mapped geology and the Draft GP EIR, it was confirmed that the Project site and off-site area are underlain by lower Pleistocene, very old, sandy alluvial fan deposits. These deposits are classified as reddish-brown deposits derived chiefly from rocks of southern California batholith. (BFSA-B, p. 4.) Based on the presence of nearby significant fossil localities in Riverside County and the strong likelihood that nearby fossil localities originated from the same geologic formation of Pleistocene very old alluvial fan deposits the Project site can be considered to have a high potential to yield significant paleontological resources. (BFSA-B, p. 7.)</p> <p>Therefore, mitigation measure MM PAL 1 and MM PAL 2, below, will be implemented and require paleontological monitoring during mass grading, trenching, and excavation activities at the Project site and the off-site improvement area. Compliance with MM PAL 1 and MM PAL 2 will reduce any adverse impacts (loss or destruction) to potential paleontological resources or site or unique geologic features reducing impacts to less than significant.</p> <p>MM PAL 1: Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall be required to comply with the following mitigation framework.</p> <p>A qualified paleontological monitor shall be present during mass grading, trenching, and excavation in project areas where a project specific technical study has determined that such</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The geologic technical study shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.</p> <p>MM PAL 2: Prior to the issuance of a grading permit, 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 level. The PRIMP should follow the outline below:</p> <ol style="list-style-type: none"> 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”). 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. 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>				
Sources:				
<ol style="list-style-type: none"> 1. City of Moreno Valley, <i>General Plan 2040</i>, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP] <ul style="list-style-type: none"> • Chapter 6 – Safety Element <ul style="list-style-type: none"> - Map S-1: Fault Zones - Map S-2: Liquefaction Hazard - Map S-3: Landslide Hazards 2. City of Moreno Valley, <i>Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update and Climate Action Plan</i>, SCH #2020039022. May 20, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed February 2022.) [Cited as GP EIR] <ul style="list-style-type: none"> • Section 4.7 – Geology/Soils 3. City of Moreno Valley, <i>Moreno Valley Municipal Code</i>, October 2021. (Available at http://qcode.us/codes/morenovalley/, February 25, 2022.) [Cited as MC] <ul style="list-style-type: none"> • Section 8.21 – Grading Regulations • Section 8.21.050 – Grading Permit Requirements • Section 8.21.160 – Erosion Control 9. Southern California Geotechnical (SoCalGeo), <i>Geotechnical Investigation Proposed Warehouse 14050 Day Street Moreno Valley, California for First Industrial Realty Trust, Inc.</i> February 15, 2022. (Appendix F) [Cited as SCG] 10. Brian F. Smith & Associates, <i>Paleontological Assessment for the First Day Street Logistics Project, Moreno Valley, Riverside County</i>. September 2, 2022. (Appendix G) [Cited as BFSA-B] 11. Google, Inc. Google Earth Pro version 7.3.4.8642. Build date 5/12/2020. Accessed October 13, 2022. [Cited as GE] 12. Albert A Webb Associates, <i>Preliminary Project Specific Water Quality Management Plan</i>, Prepared June 2022 revised February 2023. (Appendix J) [Cited as WEBB- E] 				
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Response: For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The City does not have an adopted threshold of significance for greenhouse gas (GHG) emissions. However, as previously indicated, the City of Moreno Valley adopted the *City of Moreno Valley Climate Action Plan (CAP)* with the GP and GP EIR on June 15, 2021. Pursuant to CEQA Guidelines Section 15183.5, the CAP is considered a qualified GHG reduction strategy that will allow developments to tier off and streamline the GHG analyses under CEQA (CAP, p. 1-15).

The CAP was designed to reinforce the City’s commitment to reducing GHG emissions and to show how the City is going to comply with the State of California’s GHG emission reduction standards. The CAP identifies a comprehensive set of goals and specific measures and actions that the City of Moreno Valley will take in order to meet its GHG emissions target. The measures in the CAP are in addition to the GP policies. In implementing these measures, the City would ensure that implementation of projects consistent with the General Plan would not require additional GHG analysis in accordance with CEQA (CAP, p. 3-8).

And as further stated on page 5-1 of the CAP: “For discretionary projects seeking to use CEQA streamlining provisions, in an environmental document the City shall refer to the required measures in this CAP as mandatory conditions of approval or as mitigation. This will enable projects to benefit from CEQA streamlining provisions, while ensuring that the City can achieve the reduction targets outlined in this plan.”

The Project site is designated as industrial in the GP. Warehouses, such as those existing on the site and as proposed by the Project, are permitted under the Industrial designation of the GP. Therefore, the Project is consistent with the GP. The Project will be required to implement the applicable measures in the CAP as mandatory conditions of approval, which include but are not limited to: I-1, I-2, I-3, I-4, OR-2, and TR-3. Through compliance with the applicable measures in the CAP, the Project will be consistent with the CAP and the Project (which includes the analysis of the demolition) would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Although no further analysis is required to evaluate the Project’s GHG impacts because the Project is consistent with the GP, the following summary discloses the GHG emissions estimates from the proposed Project, as discussed in the *Air Quality /Greenhouse Gas Analysis* prepared by Albert A. Webb Associates, dated November 17, 2022 (WEBB-A) (included as Appendix A). The estimated GHG emissions from construction (inclusive of all road and off-site improvements), area sources, energy (including estimated electricity usage from EV chargers), mobile sources, solid waste and water-related energy usage are presented in **Table J – Total Project-Related Equipment GHG Emissions**, below and indicate that the total GHG emissions generated from the Project is approximately 1,923.41 metric tons carbon dioxide equivalents per year (MTCO₂E/yr), which includes construction-related emissions amortized over a typical project life of 30 years.

Based on the Project’s consistency with the GP land use designations and applicable measures in the CAP, as well as based on the data provided in Table J below, impacts are less than significant.

Table J – Total Project-Related Equipment GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
Amortized Construction	--	--	--	20.16
Area	0.01	0.00	0.00	0.01
Energy	99.92	0.01	0.00	364.01
Mobile	1,436.31	0.04	0.16	1,484.74
Solid Waste	19.83	1.17	0.00	49.13
Water	3.96	0.04	0.00	5.36
Total	1,560.03	1.26	0.16	1,923.41

Source: WEBB-A, Table 9 (Appendix A).

Note: Emissions reported as zero are rounded and not necessarily equal to zero.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
<p>Response: As stated above in Threshold VIII (a), the Project is consistent with the CAP, which is a qualified GHG reduction plan that is consistent with the statewide 2017 Scoping Plan and emissions reduction targets set forth in SB 32 (CAP, p. 8)</p> <p>Therefore, the proposed Project does not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and the impacts will be less than significant.</p>				
<p>Sources: Project Description</p> <ol style="list-style-type: none"> 1. Albert A Webb Associates, <i>Air Quality/Greenhouse Gas Analysis for the First Industrial Warehouse on Day Street (PEN22-0144)</i>, City of Moreno Valley, November 17, 2022. (Available as Appendix A.) [Cited as WEBB-A] 2. City of Moreno Valley, <i>Climate Action Plan</i>, Adopted June 15, 2021. (Available at https://moval.gov/city_hall/general-plan2040/MV-CAP.pdf, accessed December 2022.) [Cited as CAP] 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>
<p>Response: During construction activities, the heavy construction equipment (such as dozers, excavators, tractors) would be operated for the development of the Project. Construction 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. Like all construction sites, construction contractors would be required to comply with all applicable federal, state, and local regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), SCAQMD, and Santa Ana Regional Water Quality Control Board (RWQCB). With adherence to applicable existing regulations, the Project would not cause a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during construction.</p> <p>Because the exact tenants of the proposed building are unknown at this time, there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products may be stored and transported from the proposed facility. A number of federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal Regulations. California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations (CCR), and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.</p> <p>Additionally, the California Hazardous Materials Management Act requires that business handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Emergency Plan. This plan includes an inventory of hazardous materials, an emergency response plan and an employee training program. As the proposed Project operations will be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of upsets and accidents during transit and storage, it is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. (GP EIR, p. 4.9-15.)</p> <p>In sum, construction and operation of the Project would be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upset or accidents that may involve hazardous materials. Through compliance with applicable regulations described above, the Project would have less than significant impacts.</p>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The <i>Phase I Environmental Site Assessment</i> dated February 19, 2022 (hereinafter the Phase I ESA) was prepared for the Project site by Weis Environmental (WEIS) and is included as Appendix H of this IS/MND. The Phase I ESA was prepared in accordance with the with American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (ESA): Phase I Environmental Site Assessment Process, ASTM Designation E1527-21 and Title 40 of the Code of Federal Regulations (40 CFR) Part 312. (WEIS, p. 1.)</p> <p>The Phase I ESA indicates that the Project site is currently utilized for rubber recycling, storage and office space by BAS Recycling, Inc. (WEIS, p. 4.) As part of the Phase I ESA, a records review was conducted</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>of Federal, State, Tribal and local standard ASTM and non-ASTM regulatory databases, a review of historical information, a site reconnaissance, interviews and then a written report of findings was prepared (WEIS, p. 2.). The report's findings concluded that there is no evidence of recognized environmental conditions, controlled recognized environmental conditions or historical recognized environmental conditions in connection with the Project site (WEIS, p. 27.)</p> <p>Since future tenants are unknown, implementation of the Project has potential for hazardous materials and chemicals to be stored at the site for short periods of time prior to transportation and distribution which could cause a release. Nonetheless, as mentioned in Threshold IX (a) above, future occupants will be required to comply with federal, state, and local regulations regarding proper storage and transportation of hazardous materials and will be required to prepare a Hazardous Material Business Emergency Plan if, hazardous materials will be stored on-site.</p> <p>As the proposed Project site conditions do not indicate presence or likely presence of hazardous materials and future occupants will be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of upsets and accidents during transit and storage, it is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. Therefore, impacts would be less than significant.</p>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The proposed Project site is not located within one-quarter mile of an existing or proposed school. The closest schools are Garvey Allen Academy, which is approximately 0.55 miles northeast of the Proposed site and SIA Tech Moreno Valley Independent Study High School, which is approximately 1.07 miles northeast of the Project site. (GE) Thus, the proposed Project would not have the potential to emit hazardous emissions, nor would it involve the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing school. Therefore, no impacts would occur.</p>				
D) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: According to the California Environmental Protection Agency's (CEPA) Cortese List, compiled pursuant to Government Code Section 65962.5, no hazardous materials are located at or adjacent to the Project site (CEPA, WEIS, Appendix B.). Therefore, implementation of the Project would not create a significant hazard to the public or the environment as a result of its location. Therefore, no impacts would occur.</p>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The proposed Project site is located approximately 0.27 miles north of the March Air Reserve Base/ Inland Port Airport (MARB/IPA) and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is partially within two the Airport Compatibility Zones: B1-APZ-I, and Zone B2 as shown in Figure 6 – MARB Compatibility Zones. Zone B1-APZ-I represents the Inner Approach/Departure Zone which has a high noise impact, and APZ I which has a high flight hazard. Zone B2 represents a high noise zone (MARB, pp. 3, 9, 13.). The Project will be required to adhere to all special regulations, including Municipal Code (Section 9.07.060) development standards and specific land use regulations regarding FAA</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>notification imaginary surfaces, aircraft noise, and building heights. (GP EIR, p. 4.9-19.) The Project is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because the City is consistent with the MARB/IPA ALUCP and there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed. The Project is required to adhere to the City's MC section 9.07.060 Airport Land Use Compatibility Plan. Specifically, the proposed development at the Project site is an allowable use, meets the building height requirements, and meets the zoning requirements under MARB/IPA LUCP.</p> <p>The proposed Project site is within the 65 CNEL aircraft noise contour. (MARB/IPA ALUCP, Table MA-1) Since the proposed Project use is not a noise-sensitive land use, the proposed Project would not expose people working in the Project area to excessive noise levels from aircraft operations.</p> <p>Regarding the compatibility criteria for safety, land use intensity standards were evaluated based on MARB/IPA ALUCP Table MA-2. According to Table MA-2, Zone B1-APZ-I Limits average intensity to 25 persons per acre with an open land requirement of 50 percent maximum lot coverage and Zone B-2 limits average intensity to 100 persons per acre with no open land requirement. The single-acre intensities are 100 and 250 persons per acre, respectively. Approximately 4.89 acres of the Project site is located within Zone B1-APZ-I and approximately 3.12 acres is located within Zone B2. The following analyzes how the proposed Project complies with the density/intensity requirements of the MARB/IPA ALUCP.</p> <p>Pursuant to the <i>Riverside County Airport Land Use Compatibility Plan Policy Document – Appendix C – Methods for Determining Concentrations of People</i> (RCALUCP), the following usage intensity parameters were used to calculate the maximum occupancy for the proposed Project:</p> <ul style="list-style-type: none"> • Warehouse – 1 person/500 square feet, • Office – 50% of the usage intensity from 1 person/100 square feet, <p>In addition, the warehouse intensity was calculated using the mean warehouse intensity of one person per 1,598 square feet from the NAIOP Research Foundation (NAIOP), which is the mean square footage per employee in the western portion of the country, (NAIOP, p. 12.)</p> <p>Within Zone B1-APZ-I, there is 132,825 square feet of warehouse and 7,000 square feet of office space proposed. Based on the above usage intensity parameters from the RCALUCP, the warehouse and office portions of the building in Zone B1-APZ-I will be occupied by a total of 301 people, which results in an average intensity of 62 people per acre that exceeds the intensity criterion. As noted above, this Zone allows an average of 25 people per acre. Two additional methods were used to calculate the average intensity for Zone B1-APZ-I in order to determine compatibility. As stated above, the warehouse intensity rate from NAIOP was used and based on that intensity of one person per 1,598 square feet of warehouse space, the portion of the building in Zone B1-APZ-I would be occupied by a total of 84 people, or 18 people per acre. This is below the intensity criterion of 25 persons per acre.</p> <p>Lastly, the intensity within Zone B1-APZ-I was calculated based on the parking ordinance method outlined by RCALUCP Appendix C, which involves multiplying the maximum number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 person per automobile and one person per truck). Based on the number of parking spaces provided (89 automobile spaces and 41 trailer parking stalls), the total occupancy of the Project site would be estimated to be 175 people or 22 people per acre. This is also below the intensity criterion of 25 persons per acre.</p> <p>On the basis of the parking method, the Project is considered to be compatible with the intensity criterion of Zone B1-APZ-I.</p> <p>Within Zone B2, there is 23,695 square feet of warehouse space proposed. Based on the above usage intensity parameters from the RCALUCP, the warehouse portion of the building in Zone B2 will be occupied by a total of 48 people, which results in an average intensity of 16 people per acre which is consistent with the intensity criterion of 100 people per acre for Zone B2.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Another measurement required by the MARB/IPA ALUCP, is a single-acre intensity limit. For Compatibility Zone B1-APZ-I, the MARP/IPA ALUCP limits the maximum single-acre intensity to 100 people per acre. In order to determine if the Project fits within the 100 people per single acre limit, it was assumed in a worst-case calculation that in a single-acre (43,560 square feet), 3,500 square feet of office space is within a single-acre and the remainder of the acre is warehouse (40,060 square feet of warehouse). This would equate to a total occupancy of 99 people (3,500 square feet of office / 100 square feet x 50% usage intensity plus 40,060 square feet of warehouse / 500 square feet per person), which is consistent with the Compatibility Zone B1-APZ-I single-acre intensity criterion of 100. For Zone B2, the maximum single-acre intensity criterion is 250 people per acre. Assuming the worst-case calculation that in a single-acre (43,560 square feet) is solely occupied by warehouse, the total occupancy would be 88 people (43,560 square feet of warehouse / 500 square feet per person) Thus, the proposed Project would comply with the MARB/IPA ALUCP single-acre intensity requirements.</p> <p>Airspace review may also be required in accordance with Part 77 of the Federal Aviation Regulations which will ensure the Project meets applicable height restriction criteria.</p> <p>In addition, consistent with City MC Section 9.07.060(1)(5)(c), the Department of the Air Force, 452d Air Mobility Wing (AFRC) March Air Reserve Base shall be consulted to determine whether the proposed Project, a discretionary action, is consistent with the Air Force guidance referenced in the MC.</p> <p>Through adherence with the City's MC, implementation of the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Therefore, impacts would be less than significant.</p>				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The City GP identifies Interstate 215 (I-215), State Route 60 (SR-60), and major roadways as evacuation routes. (GP, p. 6-14.) Based on Map S-6: Emergency Evacuation Risk Assessment of the General Plan, the Project is not located along a designated evacuation route. (GP, p. 6-16.)</p> <p>During construction activities on-site, temporary staging of equipment, and supply storage would occur within the Project site. Installation of driveways and connections to existing infrastructure systems would be implemented during construction of the proposed Project and could require the temporary closure of one side or portions of Day Street for a short period of time. However, the construction activities would be required to ensure emergency access in accordance with the California Fire Code. (GP, p. 4-13.) Thus, compliance with California Fire Code and existing regulations will ensure adequate emergency access to the Project site is maintained during construction activities.</p> <p>The Project proposes two full-access points along Day Street. The internal circulation is designed in compliance with City codes. Additionally, the Project site plan will be verified by the City, which will ensure adequate and safe circulation to, from and through the Project area.</p> <p>Thus, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, no impacts would occur.</p>				
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"/>
<p>Response: The Project site is located within an industrial land use and is surrounded by existing development. According to Map S-5: Fire Hazard Severity Zones from the City's GP the Project site is not located within or adjacent to a fire hazard severity zone. (CAL FIRE, GP, p. 6-9.) Nonetheless, the proposed Project is a redevelopment and will include an industrial building with associated parking, which would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildland fires would occur.</p>				
<p>Sources:</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ol style="list-style-type: none"> 1. City of Moreno Valley, <i>General Plan 2040</i>, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP] <ul style="list-style-type: none"> • Section 6 – Safety 2. City of Moreno Valley, <i>Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update and Climate Action Plan</i>, SCH #2020039022. May 20, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed February 2022.) [Cited as GP EIR] <ul style="list-style-type: none"> • Section 4.9 – Hazards and Hazardous Materials <ul style="list-style-type: none"> - Figure 4.9-1 – Hazardous Materials Sites - Figure 4.9-2 – Airport Compatibility Zones 3. City of Moreno Valley, <i>Emergency Operation Plan</i>, March 2009. (Available at http://www.moreno-valley.ca.us/city_hall/departments/fire/pdfs/mv-eop-0309.pdf, accessed February, 2022.) [Cited as EOP] 4. State of California, Department of Environmental Protection Agency. <i>Hazardous Waste and Substance Site List (Cortese)</i>, 2022. (Available https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29, accessed February 2022.) [Cited as CEPA] 13. Weis Environmental, <i>Phase I Environmental Site Assessment 14050 Day Street Moreno Valley, California 92553</i>, February 19, 2022. (Appendix H) [Cited as WEIS] 5. Riverside County Airport Land Use Commission, <i>March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan</i>, November 13, 2014. (Available at http://www.rcaluc.org/, accessed February 2022.) [Cited as MARB] 6. Riverside County Airport Land Use Commission, <i>Riverside County Airport Land Use Compatibility Plan</i>, October 14, 2004. (Available at: https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/01-%20Cover%20&%20Title%20Page%20Vol%201.pdf, accessed December 2022. [Cited as RCALUCP] 7. NAIOP Research Foundation, <i>Logistics Trends and Specific Industries that Will Drive Warehouse and Distribution Growth and Demand for Space</i>, March 2010. (Available at: https://www.naiop.org/research-and-publications/research-reports/reports/logistics-trends-and-specific-industries-that-will-drive-warehouse-and-distribution-growth-and-demand-for-space/, accessed December 2022.) [Cited a NAIOP] 8. State of California, Department of Fire. <i>Fire Hazards Severity Zone- Moreno Valley</i>, December 21, 2009. (Available at https://osfm.fire.ca.gov/media/5917/moreno_valley.pdf, accessed February 2022.) [Cited as Cal FIRE] 9. Google, Inc. Google Earth Pro version 7.3.4.8642. Build date 5/12/2020. Accessed October 13, 2022. [Cited as GE] 				

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: The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards and waste discharge requirements for all ground and surface waters within the region including the City of Moreno Valley. Surface water quality is typically impacted by construction activities and the addition of impervious surfaces. As previously discussed in the Project description, this site is currently developed and will be redeveloped by the proposed Project.

Construction activities such as grading have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, and/or paint) and silt off-site which could impact surface and ground water quality. An effective Storm Water Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer and implemented onsite by a Qualified SWPPP Practitioner pursuant to the statewide

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Construction General Permit (NPDES General Permit No. CAS000002) issued for construction projects by the State Water Resources Control Board (SWRCB) and enforced by the SARWQCB for the purpose of minimizing to the maximum extent practicable construction-related water quality impacts. As such, potential construction-related water quality impacts will be less than significant.</p> <p>Redevelopment of the Project site will result in an increase of approximately 12,700 SF of impervious area compared to existing condition; therefore, a Water Quality Management Plan (WQMP) is required pursuant to SARWQCB Order No. R8-2010-0033 to address operational-phase treatment of onsite runoff up to the design water quality (or 'capture') volume. A <i>Preliminary Project Specific Water Quality Management</i> was prepared by Albert A. Webb Associates in June 2022 and revised in February 2023 (WEBB-E) and is available in Appendix J of this IS/MND. The operation of a commercial/industrial development has potential to contribute the following pollutants of concern to downstream waterbodies: bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediment, trash/debris, and oil/grease (WEBB-E, p. 20). Pervious landscaped areas were added to the Project design where feasible along concrete walkways, the building, and within parking areas and drive aisles to capture stormwater runoff. The design water quality volume that is not intercepted by said pervious areas will be treated by the proposed water quality treatment device, <i>BioClean's Modular Wetlands (MWS)</i> (WEBB-E, pp. 6-10). The proposed MWS treatment device is linear in shape, 8-feet x 12-feet in size and classified as "biotreatment" devised pursuant to the WQMP guidelines and considered effective for the aforementioned pollutants of concern (WEBB-E, p. 17). Onsite infiltration is not proposed as a treatment method because of poor onsite soil infiltration rates (WEBB-E, p. 13). Flows greater than the design water quality volume bypass treatment and conveyed into the storm drain system. Off-site run-on will not be affected by the Project because they will be intercepted and routed through the site separately from the onsite flows.</p> <p>Through implementation of existing regulations promulgated to protect surface and ground water quality during construction and operational phases of the Project, the potential impacts resulting from a violation of water quality standards and waste discharge requirements or degradation of surface and ground water quality would be less than significant.</p>				
<p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project site does not currently contain nor does the Project propose groundwater recharge facilities or groundwater production wells. Onsite infiltration testing performed by Southern California Geotechnical (located in the Project WQMP appendices) found rates between 0.0 and 0.1 inch/hour, which are considered unacceptable for infiltration purposes (WEBB-E, p. 17). The Project is located in the San Jacinto Groundwater Basin. A Groundwater Sustainability Plan for this basin is currently under review by the State Department of Water Resources, prepared by the West San Jacinto Groundwater Sustainability Agency pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA). Because the Project site is a redevelopment of the same land use type on poor infiltration-rate soils, it is not expected to conflict with the goals of the pending Groundwater Sustainability Plan. Therefore, impacts to groundwater supplies, recharge, and management would be less than significant.</p>				
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p>				
<p>i) Result in substantial erosion or siltation on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The existing drainage pattern of the Project site has off-site run-on flows from properties adjacent to the north and east of the Project. Existing earthen channels convey these flows through the Project site to an inlet and storm drain line ("Line A Day Street Extension"), which outlets approximately 0.2-mile south of the Project into an open area north of Interstate 215. Line A is a 48-inch storm drainpipe that is sized to convey 73 cubic feet per second (cfs) (WEBB-D, p. 3-1). Secondary overflow is provided</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>by existing 6-foot wide openings through curb and retaining wall along the southern border of the Project site (WEBB-D, p. 1-1).</p>				
<p>The proposed drainage pattern of the Project site will intercept off-site run-on flows with v-ditches and channels along the perimeter of the site, with inlets at low spots. These flows will be directed towards an underground detention tank (sized to contain the volume of the 100-year 24-hour storm event) that will outlet to the existing storm drain line (Line A Day Street Extension). The hydrologic modeling for the Project determined a 100-year peak flow rate of 70.3 cfs generated from on-site and off-site areas tributary to Line A Day Street Extension (WEBB-D, p. 2-2). Because Line A is sized for 73 cfs, this existing storm drain line is adequately sized to convey the off-site run-on flows. However, there is an elevation gap between the proposed and existing storm drain systems, so a stormwater lift station is proposed to outlet the flows into Line A. (WEBB-D, p. 1-1)</p>				
<p>On-site flows generated by the Project will be collected and conveyed using ribbon gutters, inlets, and subsurface storm drains to the proposed water quality treatment device. Flows in excess of the treatment device's maximum capacity will bypass the treatment. Both treated and by-passed flows will outlet to the underground detention tank, then the proposed lift station, and ultimately to the existing Line A Day Street Extension storm drain line, which outlets into an open area south of the Project site and north of Interstate 215. The secondary overflow through curb and retaining well openings will remain with the Project. Because the pre- and post-conditions are both fully developed light industrial sites, there will be no increase in flows or intensity from historic storm events (WEBB-D, p. 1-2)</p>				
<p>The Project does not alter the course of a stream or river, but it will add approximately 12,700 SF of impervious surface as part of the site redevelopment. As described in Threshold X (a), the Project is required to implement a SWPPP during construction and a WQMP for post-construction both for the purpose of preventing pollutants from being released to downstream waterbodies, including but not limited to preventing erosion and siltation on- or off-site. As such, stormwater flows leaving the Project site would not carry substantial amounts of sediment. Through Project design that will not increase on-site stormwater flows or intensity of flows exiting the site from existing condition, as well as implementation of existing regulations to address erosion and siltation on- and off-site, impacts would be less than significant.</p>				
<p>ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Hydraulic and hydrologic modeling of stormwater flows were performed for the Project by Albert A. Webb Associates and documented in the <i>Preliminary Drainage Study</i> prepared June 2022 and revised February 2023 and is available as Appendix I to this IS/MND. Both the existing and proposed conditions model the Project site as fully developed, industrial facilities and the results of the analysis found no change between the two conditions in a 2-year, 24-hour storm event (WEBB-D, p. 4-1). As described in Threshold X (c)(i), because the pre- and post-conditions of the Project site are both fully developed light industrial land uses, there will be no increase in flows or intensity from historic storm events (WEBB-D, p. 1-2). Furthermore, Line A, its terminal outlet, and open space area where all Project flows will terminate are approved facilities part of an approved drainage system for the area, and the Project's contribution to these existing facilities being unchanged from existing condition will not result in flooding offsite. The Project design will result in no change in flow rate or volume; thus, impacts related to flooding would be less than significant.</p>				
<p>iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As described previously in Threshold X (c)(i) and (c)(ii), the Project will not create or contribute runoff water that would exceed the capacity of existing or planned drainage systems because the Project is redevelopment of a fully built site with a very similar land use. New drainage facilities to be built onsite are sized to hold up to the 100-year storm event and treat for stormwater pollutants up to the design water quality volume. In addition, as described previously in Threshold X (a), the Project is</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
required to implement a SWPPP during construction and a WQMP for post-construction both for the purpose of preventing pollutants from being released to downstream waterbodies. Through Project design that will not increase on-site stormwater flows or intensity of flows exiting the site from existing condition, as well as implementation of existing regulations to address erosion and other sources of pollutants on- and off-site, 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"/>
<p>Response: According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C0745G (effective 08/28/2008), the Project is located in Zone X, which are “areas determined to be outside the 0.2% annual chance floodplain” (i.e., 500-year floodplain). Therefore, the Project is not in a flood hazard zone and is not expected to be inundated by flood flows. Thus, implementation of the Project would not impede or redirect flood flows and impacts would be less than significant.</p>				
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"/>
<p>Response: As described in Threshold X (c)(iv), the Project is not located in a flood hazard zone. The Pacific Ocean is located more than 40 miles from the city. Therefore, there is no potential for tsunamis to impact the city, including the Project (GP EIR, p. S-17). Lake Perris is the only large water body that could cause a seiche affecting the city (GP EIR, p. 4.10-18) and is located approximately six miles south and downslope of the Project and would therefore not pose a risk to the Project. Therefore, inundation from flood, tsunami, or seiche is unlikely and would not risk release of pollutants and impacts would be less than significant.</p>				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide construction general permit (i.e., SWPPP) and the WQMP regulations. The Project will be conditioned to comply with these regulations as described in Threshold X (a), above. Through compliance with said regulations, the Project will be consistent with the SARWQCB Water Quality Control Plan. Because the Project proposes redevelopment, is underlain by soils with poor infiltration, and accounted for in the Groundwater Sustainability Plan for the San Jacinto groundwater basin as a light industrial site, (see Threshold X (b), above), the Project will not conflict with or obstruct a sustainable groundwater management plan. Therefore, no impacts would occur.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Albert A. Webb Associates (WEBB), <i>Preliminary Drainage Study for First Day Street Logistics</i>, PEN22-0144, Prepared June 2022, revised February 2023. (Appendix I) [Cited as WEBB-D] 2. Albert A. Webb Associates (WEBB), <i>Preliminary Project Specific Water Quality Management Plan for First Day Street Logistics</i>, Dev No. PEN22-0144, Case No. LWQ22-0030, Prepared June 2023 revised February 2023. (Appendix J) [Cited as WEBB-E] 3. California Department of Water Resources, <i>SGMA Portal</i> website. (Available at https://sgma.water.ca.gov/portal/, accessed December 7, 2022.) [Cited as SGMA] 4. California Regional Water Quality Control Board Santa Ana Region, <i>Order No. R8-2010-0033, NPDES No. CAS 318033 National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for The Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County within the Santa Ana Region</i>. (Available at https://www.waterboards.ca.gov/santaana/board_decisions/adopted_orders/orders/2010/10_03_3_rc_ms4_permit_01_29_10.pdf, accessed December 8, 2022.) 5. California State Water Resources Control Board, <i>National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities</i>, Order No. 2009-0009-DWQ, NPDES No. CAS000002. (Available at 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf, accessed, December 8 2022.)</p> <p>6. City of Moreno Valley, <i>Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan</i>, SCH # 2020039022, May 20, 2021. (Available at http://www.moreno-valley.ca.us/cdd/documents/general-plan-adopted.html, accessed December 7, 2022.) [Cited as GP EIR]</p> <p>7. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Service Center website, <i>FIRM No. 06065C0745G effective 08/28/2008</i>, (Available at https://msc.fema.gov/portal/home, accessed December 7, 2022.)</p> <p>8. Riverside County Flood Control and Water Conservation District, <i>Design Handbook for Low Impact Development Best Management Practices</i>. September 2011. (Available at https://rcwatershed.org/permittees/riverside-county-lid-bmp-handbook/#93-98-1-lid-bmp-design-handbook, accessed December 8, 2022.)</p> <p>9. Project Description</p>				

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: The Project site is located within an Industrial land use designation, a general plan land use designation of Business Park/Light Industrial and a zoning designation of Industrial. The area surrounding the Project site is composed of a mixture of industrial warehouses, truck yards, and offices. Since the Project is within a developed parcel that is consistent with the GP land use designation and the zoning designation of the area, the Project would not divide an established community. Therefore, 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: As previously mentioned, the proposed Project site is located within the City’s GP designation of Business Park/Light Industrial. As discussed in the GP, the purpose of the areas designated Business Park/Light Industrial is to provide for manufacturing, research, and development, warehousing and distribution, as well as office and support commercial activities. The maximum density for Business Park/Light Industrial developments is 1.00 FAR.

The documents regulating land use for the Project site and Immediate vicinity are the City’s GP and MC. As referenced throughout the IS/MND, the Project would be required to comply with various MC chapters related to applicable zoning regulations/development standards to reduce or mitigate potential impacts. **Table K – General Plan Consistency** below, provide a consistency analysis of the Project to the applicable polices from the City GP. Since the Project would comply with applicable City GP policies and applicable MC chapters, the Project would not 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 and environmental effect. Therefore, less than significant impacts would occur.

Table K – General Plan Consistency

General Plan	Project Consistency
<i>Land Use and Community Character</i>	
LCC.1-1: Foster a balanced mix of employment, housing, educational, entertainment, and recreational uses throughout the city to support a complete community.	Consistent. The Project would provide additional employment opportunities in order to support a jobs-housing balance in the City.
LCC.1-2: Expand employment opportunities locally and provide sufficient lands for commercial, industrial, residential and	Consistent. The Project would provide additional employment opportunities in order to support a

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
public/quasi-public uses while ensuring that a high quality of life is maintained in Moreno Valley.				
LCC.1-3: Locate manufacturing, logistics and industrial uses in areas with good access to the regional transportation network near the periphery of the city.				jobs-housing balance in the City in an area designated for industrial development. Consistent. The Project site is located at the eastern end of the City with good access to a regional transportation network as it is along Day Street near the intersection with Alessandro Boulevard, a major arterial street. Additionally, the Project is located approximately 0.61 miles from Interstate 215 (I-215) which connects to State Route 60 (SR-60) and supports the distribution of goods throughout the region and also limits traffic truck disruption to residential areas within the City and neighboring jurisdictions.
LCC.1-4: 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.				Consistent. As discussed in Threshold XI (a), the Project site is currently developed and is located within an Industrial land use designation, a general plan land use designation of Business Park/Light Industrial and a zoning designation of Industrial.
LCC.1-11: Require that new development be compatible with the standards for land uses, density and intensity specified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUC Plan).				Consistent. As discussed in Threshold IX (e), the Project is consistent with the MARB/IPA LUCP.
Circulation				
C.2-5: 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				Consistent. As discussed further in Section XVII, Project driveways would be adequately spaced to ensure safety. The proposed Project would be reviewed by the City in order to ensure access points are designed per City standards.
C.2-7: Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.				Consistent. As discussed further in Section XVII, the Project would include two driveways on Day Street that would be utilized for passenger cars, trucks and emergency vehicles. Furthermore, existing sidewalks are located on the eastern side of Day Street providing pedestrian access and circulation.
C.2-8: 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.				Consistent. The Project would not require any additional roadway improvements along Day Street, except for connecting pavement/new driveways.
C.3-4: 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				Consistent. As discussed in Threshold XVII (a), a Vehicle Miles Traveled (VMT) screening analysis was prepared for the Project and included as Appendix L in this IS/MND. Based on the VMT screening analysis, the Project would generate less than 400 daily vehicle trips and meets the screening criteria for low VMT impact project types. Thus, the Project would have a less than significant impact on VMT.
C.3-6: Require new developments to participate in Transportation Uniform Mitigation Fee Program				Consistent. As discussed in Threshold XVII (a), the Project applicant will be required to pay

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.	Development Impact Fees as conditioned by the City.			
C.3-8: 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.	(See response to Policy C.3-6 above.)			
C.3-11: Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.	Consistent. As discussed in Threshold X (a), the Project will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) pursuant to the statewide Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements.			
C.4-4: 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.	Consistent. Sidewalk currently exists on the east side of Day Street, along the Project frontage. The 6-ft wide sidewalk will remain and be reconstructed at proposed driveway openings to maintain connectivity.			
C.6-2: Support implementation of new technologies and best practices that make logistics operations cleaner, greener, and more efficient, including electric truck charging stations, autonomous vehicle sensors and communications.	Consistent. As previously mentioned, the Project applicant has committed to achieve LEED "Certified" status for the building and is seeking "Silver" status. The Project will also comply with applicable standards from the CalGreen code, which include designating 12 parking spaces for low-emitting fuel efficient and carpool/vanpool vehicles and nine parking spaces for future electric vehicle charging			
Parks & Public				
PPS.1-2: 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.	Consistent. The Project applicant will be required to pay all applicable in-lieu fees for the provision of parkland, as conditioned by the City.			
PPS.3-6: Continue to require that new development make a fair share funding contribution to ensure the provision of adequate police and fire services	Consistent. The Project applicant will be required to pay all applicable fees for police and fire services, as conditioned by the City.			
PPS.3-7: 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.	Consistent. The proposed 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.			
PPS.4-3: 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 capacity exists or will be available to serve the proposed development in a timely manner.	Consistent. The proposed 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 will serve letters for all needed utilities prior to approval.			
Safety				
S.1-1: Continue to restrict the development of habitable structures within Alquist-Priolo Earthquake Fault Zones consistent with State law.	Consistent. As previously discussed in Threshold VII (a)(i) the proposed Project is not located within an Alquist-Priolo zone.			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>S.1-9: 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>Consistent. The proposed Project would implement LID strategies and BMPs to reduce stormwater runoff, as discussed in Section X. The Project is subject to off-site these flows will be directed towards an underground detention tank, then to a Lift Station that will outlet the flows to the existing storm drain line to the south. On-site flows will be collected and conveyed to a biotreatment device, then conveyed to the underground detention tank, lift station and then ultimately to southerly storm drain line.</p>			
<p>S.1-10: 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>(See response to Policy S.1-9, above.)</p>			
<p>S.1-23: Continue to require remediation of hazardous material releases from previous land uses as part of any redevelopment activities.</p>	<p>Consistent. A Phase I ESA was prepared and is attached as Appendix H in this IS/MND. Based on the findings it was concluded that the Project site did not contain any recognized environmental conditions in connection with the land use and improvements to the Project site.</p>			
<p>S.1-24: Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.</p>	<p>(See response to Policy S.1-24, above.)</p>			
<p>S.1-25: Consistent with State regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.</p>	<p>Consistent. As discussed in Threshold IX (a), during construction, all developments are required to comply with regulations enforced by Office of Hazards Materials and Safety. Since the exact tenants are unknown at this time, there is a potential for hazardous materials to be stored and transported to and from the facility. Therefore, future tenants will be required to prepare a Hazardous Materials Business Emergency Plan.</p>			
<p>S.3-6: Encourage the use of landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.</p>	<p>(See response to Policy C.6-2, above.)</p>			
<p>S.3-7: Require new development to provide and maintain shade trees suitable to local climatic conditions. A climate-appropriate strategy may involve planting mostly drought-tolerant native trees that may have less foliage, interspersed with leafier trees at points where people gather.</p>	<p>Consistent. The proposed Project has prepared a landscape plan as shown in Figure 9 – Conceptual Landscape Plan. This Landscape Plan demonstrates the proposed usage of trees along street frontages, parking areas, and along building. Additionally, the Landscape Plan identifies the proposed plant species, all of which</p>			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	require low water needs to moderate water needs.			
<p>S.4-2: Review all projects within the March Air Reserve Base/Inland Port Airport Influence Area for conformance with the compatibility criteria outlined in the March ALUC Plan.</p>	<p>(See Policy LCC.1-11, above.)</p>			
Noise				
<p>N.1-3: Apply the community noise compatibility standards (Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base/ Inland Port Airport Land Use Compatibility (ALUC) Plan in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUC Plan.</p>	<p>Consistent. The proposed Project would place industrial uses within the MARB/IPA LUCP Zone B1 APZ-I and B2. Noise contours within these zones are 75 CNEL. The Project is consistent with the type of land use for this compatibility zone. Standard building construction for the Project is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. As such, the Project would be compatible with both the compatibility standards in Table N-1 and the MARB/IPA LUCP and would not expose Project workers to excessive noise exposure.</p>			
<p>N.1-4: 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>Consistent. As discussed further in Section XIII, a Noise & Vibration Study was prepared for the proposed Project and is attached as Appendix K in this IS/MND. The Project would install mufflers on all heavy construction equipment that can achieve at least a 15 dBA noise reduction as identified in MM NOI 1. Furthermore, as detailed in Threshold XIII (a) below, operational noise associated with the Project would not exceed City’s MC thresholds at nearby sensitive receptors. With implementation of MM NOI 1, construction noise impacts would be less than significant. The Project would not expose the nearest sensitive receptors to excessive noise levels.</p>			
<p>N.1-5: 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>(See Policy N.1-4, above.)</p>			
<p>N.1-6: Require noise buffering, dampening, or active cancellation, on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses.</p>	<p>(See Policy N.1-4, above.)</p>			
<p>N.2-3: 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.</p>	<p>Consistent. As discussed further in Section XIII, a Noise & Vibration Study was prepared for the proposed Project and is attached as Appendix K in this IS/MND. As discussed in the Noise & Vibration Study, with inclusion of MM NOI 1, impacts related to noise and vibration would be less than significant.</p>			
Environmental Justice				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
EJ.1-6: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.	Consistent. 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.			
EJ.1-7: Require new large commercial or light industrial projects to develop and implement a plan to minimize truck idling in order to reduce diesel particulate emissions.	Consistent. The Project would be required to comply with Section 2485 of Chapter 10 within Title 13 of CCR, which limits diesel-fueled vehicle idling to five minutes. The Project would include signs at loading docks to ensure compliance with Section 2485.			
EJ.1-13: Through the development review process, ensure that hazardous material-affected soil, groundwater, or buildings will not have the potential to adversely affect the environment or the health and safety of site occupants.	Consistent. As discussed in Threshold IX (b) above, a Phase I ESA was prepared for the Project and is attached as Appendix H in this IS/MND. Based on the findings, it was concluded that the Project site did not contain any recognized environmental conditions in connection with the land use and improvements to the Project site. Therefore, the Project site conditions do not indicate presence or likely presence of hazardous materials.			
Open Space and Resource Conservation				
OSRC.1-20: Facilitate groundwater recharge in Moreno Valley by encouraging development projects to use Low Impact Development (LID) practices such as bioretention, porous paving, and rainwater harvesting systems, and by encouraging private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.	Consistent. As discussed in Threshold X (b), onsite infiltration testing was performed by Southern California Geotechnical (located in the Project WQMP appendices) determined that the infiltration rates considered unacceptable for infiltration purposes. On-site flows generated by the Project will be collected and conveyed using ribbon gutters, inlets and subsurface storm drains to the proposed water quality treatment device.			
OSRC.1-21: Continue to regulate new commercial and industrial activities as well as construction and demolition practices to minimize discharge of pollutants and sedimentation into the stormwater drainage system.	Consistent. The proposed Project would be required to prepare a SWPPP and adhere to best management practices to reduce any potential construction-related water quality impacts.			
OSRC.2-5: Recognize the scenic value of views of hills surrounding Moreno Valley from Gilman Springs Road, Moreno Beach Drive, and State Route 60 and encourage measures to preserve viewsheds, as possible. The view of Mystic Lake from Gilman Springs Road should also be considered.	Consistent. The proposed Project would not interfere with scenic views, as it is an infill project. The Project would be consistent with the surrounding areas. Therefore, implementation of the Project would not substantially alter existing views.			
OSRC.3-6: Encourage new development to incorporate as many water-wise practices as feasible in their design and construction.	Consistent. As shown on Figure 9 – Conceptual Landscape Plan , the Project incorporates a water efficient landscape and irrigation system. Additionally, the Project will incorporate a biotreatment water quality device to capture and treat on-site surface flows.			
OSRC.3-8: Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any 'community	(See Policy S.3-7 above.)			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
greening' projects utilize water-efficient landscape.				

Sources:

1. City of Moreno Valley, *General Plan 2040*, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP]
 - Section 2 – Land Use & Community Character
 - Map LCC-4: General Plan Land Use
2. City of Moreno Valley Zoning Map, revised on October 27, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/NewZoning.pdf, accessed February 2022.) [Cited as Zoning Map]

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: According to Figure 4.12-1, Mineral Resource Zones, the Project site is located in Mineral Resource Zone 3 (MRZ-3), land for which the significance of mineral resources cannot be determined. MRZ-3 category is not considered a significant mineral resource. Additionally, the surrounding areas and proposed Project has previously been developed. Therefore, this area is not used for mineral resource extraction. (GP EIR, pp. 4.12 – 4.12-4.) Thus, implementation of the Project would not 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. Therefore, no impacts would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Response: As mentioned above in Threshold XII (b), the Project is not located in an active mineral resource facility, and the Project site is not identified as a locally-important mineral resource recovery site in the City's GP (GP EIR, pp. 4.12-3 – 4.12-4). Thus, implementation of the Project would not 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. Therefore, no impacts would occur.

Sources:

1. City of Moreno Valley, *General Plan 2040*, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP]
2. City of Moreno Valley, *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update and Climate Action Plan*, SCH #2020039022. May 20, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed February 2022.) [Cited as GP EIR]
 - Section 4.12 – Mineral Resource
 - Figure 4.12-1 – Mineral Resource Zones

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Response: A *Noise and Vibration Study* was prepared by Entech Consulting dated October 2022 to evaluate construction-related and operation noise impacts of the proposed Project (ENTECH) and is attached as Appendix K to the IS/MND. The Project proposes to demolish an existing 63,000 SF structure and construct a new 164,968 SF industrial building. The Project site is surrounded by industrial and business park uses; therefore, no sensitive receptors were identified near or adjacent to the Project site. (ENTECH, p. iv.) Nonetheless, four receiver locations were modeled on each side of the Project site at 200 ft from the Project site boundary.

Construction

Construction noise will have a temporary or periodic increase in the ambient noise levels above existing within the Project vicinity. The construction of the proposed Project is anticipated to take place within a twelve-month period, with construction beginning in June of 2023 and architectural coatings beginning in May 2024. (ENTECH, p. 29.) ENTECH utilized RCNM model to determine what phase of the construction would generate the greatest noise level. During the noise analysis it was assumed that each construction activity would occur at the center of the Project, noise levels were evaluated at a distance of 200 feet beyond the Project site. (ENTECH, p. 30.)

Table L – Equipment by Construction Activity

Construction Activity	Off-Road Equipment	Unit Amount
Demolition	Excavator	2
	Rubber Tired Dozers	2
	Concrete/Industrial Saws	1
Grading	Excavator	1
	Grader	1
	Rubber Tired Dozer	1
	Scraper	2
	Tractors/Loaders/Backhoes	3
	Crusher/Processing Equipment	1
Building Construction	Crane	1
	Forklifts	3
	Generator Set	1
	Tractors/Loaders/Backhoes	3
	Welder	1
Paving	Rollers	1
	Paving Equipment	1
	Paver	1
Architectural Coating	Air Compressors	1

Source: ENTECH, Table 10-2.

Table L – Equipment by Construction Activity provides a list of anticipated construction equipment that will be needed throughout Project construction, however additional on-road vehicles will be accessing the Project site for miscellaneous deliveries and construction workers trips. During concrete pouring activities, the Applicant estimates approximately one concrete pump truck and five concrete mixing trucks would be operating on-site at one time. Concrete pouring may occur during the daytime and nighttime hours during hot weather. All other construction activities will occur during the daytime hours only. (ENTECH, p. 29.)

The City’s MC doesn’t specify construction noise level limits; however, it does specify construction time limits. As such for the purpose of this noise analysis operational noise limits identified in the MC will be utilized as appropriated thresholds for construction noise levels at 200 ft of the Project site. (ENTECH, 14.) The City’s exterior noise standard MC Chapter 11.80– - Noise Regulation identifies commercial land use operational noise level limits of 65 dBA L_{eq} during daytime (8:00 a.m. to 10:00 p.m.) hours and 60 dBA L_{eq} during nighttime (10:01 p.m. to 7:59 p.m.) hours. (ENTECH, p. 14.) Per the MC definitions, the Project would be considered “commercial use.” Further the City MC Section 11.80.030 (D)(7), Construction and Demolition states that no person shall operate or cause operation of any tools or equipment used in construction during 8:00 p.m. to 7:00 p.m. on Sundays or on a legal holiday (ENTECH, p. 29.) The City of Moreno Valley would be required to approve any nighttime construction. Estimated noise levels from proposed construction activities are discussed below.

Table M –Construction Noise Levels by Construction Phase (Daytime)

Location	Phase	Unmitigated Construction Noise Level ¹	Mitigated Level with Muffler ²	Exceeds Standard, Leq dBA (65) (Before/After Mitigation)
R1 (East)	Demo	64	NA	No/No
	Grade	66	62	Yes/No
	Build	62	NA	No/No
	Pave	55	NA	No/No
	Arch Coat	60	NA	No/No
R2 (South)	Demo	63	NA	No/No
	Grade	65	61	Yes/No
	Build	61	NA	No/No
	Pave	54	NA	No/No
	Arch Coat	49	NA	No/No
R3 (North)	Demo	63	NA	No/No
	Grade	66	61	Yes/No
	Build	61	NA	No/No
	Pave	54	NA	No/No
	Arch Coat	49	NA	No/No
R4 (West)	Demo	64	NA	No/No
	Grade	66	50	Yes/No
	Build	61	NA	No/No
	Pave	55	NA	No/No
	Arch Coat	49	NA	No/No

Source: ENTECH, Table 10-3

Notes:

1. Construction noise projected from center of Project site out to 200 feet beyond the Project site property line
2. Assumes a 15 dB insertion loss for muffler added to grading equipment only, NA-Not Applicable, no mitigation is required.

Based on the anticipated construction equipment, noise levels at the receivers R1 through R4 were calculated for each phase of construction activity, using the greatest construction noise level. (ENTECH, p. 30.) As shown above in **Table M – Construction Noise Levels by Construction Phase (Daytime)**, at each receptor grading operations would exceed the City’s MC daytime noise level threshold of 65 dBA L_{eq} . The unmitigated Project-related short term daytime construction noise levels are expected to range from 49 to 66 weighted decibel scale (dBA) L_{eq} . To reduce construction noise during grading, the Project would be required to implement mitigation measure **MM NOI 1** below, to ensure that noise levels during grading would be reduced to less than significant levels at 200 ft from the Project site.

MM NOI 1: During grading activities, the Contractor shall install mufflers on all heavy construction equipment that can achieve at least a 15 dBA noise reduction on all heavy equipment.

As shown in **Table N – Construction Noise Level by Construction Phase (Nighttime)**, noise levels during potential nighttime operations is not expected to exceed the City’s MC nighttime noise level threshold of 60 dBA L_{eq} .

Table N – Construction Noise Levels by Construction Phase (Nighttime)

Location	Phase	Unmitigated Construction Noise Level ¹	Exceeds Standard, Leq dBA (60)
R1 (East)	Build	58	No
R2 (South)	Build	57	No
R3 (North)	Build	58	No
R4 (West)	Build	58	No

Source: ENTECH, Table 10-4

Notes:

1. Construction noise projected from center of Project site out to 200 feet beyond the Project site property line

Operational Project-Generated Traffic Noise Impacts

In general, a traffic noise increase of 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA. Implementation of the Project would generate an increased traffic volume along nearby roadway segments by an additional 283 daily vehicle trips. (ENTECH, p. 24.)

Traffic noise was modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model-FHWA-RD-77-108 to assess noise impacts at four roadway segments for the Existing without Project (E) and the Existing plus Project (E+P) scenarios. (ENTECH, pp. iii, 24.) Noise levels were modeled at each segment in order to calculate Project generated increases in exterior noise levels. The results are presented in **Table O – Change in Existing Noise Levels as a Result of the Project**.

Table O – Change in Existing Noise Levels as a Result of the Project

CNEL at 50 feet dBA ²					
Roadway ¹	Segment	Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
Day St.	South of Alessandro Blvd.	63.0	63.5	0.5	No
	North of Alessandro Blvd.	67.8	68.0	0.2	No
Alessandro Blvd.	East of Day St.	74.4	74.5	0.5	No
	West of Day St.	74.3	74.4	0.1	No

Source: ENTECH, Table 7-3

Notes:

1. Exterior noise levels calculated at 5 feet above ground level
2. Noise levels were calculated from the centerline of the subject roadway.

As shown above in **Table O**, the modeled traffic noise levels for the Existing (i.e., without Project traffic) scenario range from 63.0 dBA CNEL to 74.4 dBA CNEL, without accounting for noise attenuation features such as noise barriers or topography. **Table O** demonstrates noise levels for Existing plus Project scenario ranges from 63.5 dBA CNEL to 74.5 dBA CNEL and that the addition of Project-generated traffic will generate a 0.5 dBA increase or less in exterior noise levels between Existing with and without Project condition. Therefore, CNEL noise levels will remain below the significance threshold of 3 dBA CNEL when the without Project noise levels are above 60 dBA CNEL. Thus, the off-site Project-related traffic noise level increase is considered a less than significant impact when the Project traffic conditions are analyzed with existing traffic conditions. (ENTECH, p. 24.)

Operational Noise

Stationary-related noise impacts associated with onsite parking lot circulation, loading dock’s activity and Heating Ventilation and Air Conditioning (HVAC) equipment to be used during Project operations were evaluated based on the maximum noise levels identified below, **Table P – Reference Noise Levels**. (ENTECH, p. 23.)

Table P – Reference Noise Level

Noise Source ¹	Source Type	# of Units	Reference Noise Level L _{eq} (dBA) ¹	Reference Noise Level L _{max} (dBA) ¹	Distance (ft)
Idling Semi Truck	Point Source	25	73.8	74.9	10
Trailer Parking	Area (SP Parking Tool)	42	-	-	1 trailer/hr
Back Up Alarm	Point Source	25	77.9	92.7	3
HVAC	Point Source	18	67.7	68.6	3
Parking	Area (SP Parking Tool)	90	-	-	1 car/hr

Source: ENTECH, Table 6-2

Notes:

3. Reference noise levels were obtained from the Sound Plan Library

The reference noise levels for the operational noise sources provided in **Table P** were utilized to calculate the predicted operational source noise levels at receivers R1 through R4. The predicted operational noise levels for each operational source type were combined to obtain the total worst case predicted Project-

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

only operational noise level at each location. As shown below in **Table Q – Worst Case Predicted Operational Noise Levels**, the combined project operational noise levels at receivers R1 through R4 range from 47 to 52 dBA L_{max} . Therefore, the operational noise from the Project would not exceed the City's MC threshold of 65 dBA L_{eq} daytime or 60 dBA L_{eq} nighttime. (ENTECH, p. 26.)

Table Q – Worst Case Predicted Operational Noise Levels

Receiver Location	Noise Limit Distance (ft)	Project Noise Level (dBA L_{eq})	Project Noise Level (dBA L_{max})	Continuous Noise limit (90 dBA L_{max})	Daytime Noise Limit 65 dBA L_{eq} Exceeded	Nighttime Standard 60 dBA L_{eq} Exceeded
R1 (East)	200	46	52	No	No	No
R2 (South)	200	36	48			
R3 (North)	200	38	51			
R4 (West)	200	31	47			

Source: ENTECH, Table 8-1

In conclusion, during construction-related grading activities, the Project would exceed the City's MC threshold and would be required to implement mitigation measure **MM NOI 1** in order to reduce impacts to a less than significant level. The Project would not result in operational noise impacts. Thus, implementation of the Project would not result in the 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. Therefore, impacts would be less than significant with mitigation incorporated.

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: Construction activities and Project-generated traffic may result in ground vibration. The City does not have specified thresholds for vibration; therefore the Federal Transportation Administration (FTA) vibration criteria will be utilized to evaluate vibration impacts. The FTA's acceptable vibration thresholds of 78 VdB for daytime residential use and 72 VdB for nighttime uses in buildings where people normally sleep. The FTA maximum acceptable vibration standard is 80 vibration decibels (Vdb) at noise-sensitive receiver locations. (ENTECH, p.17.)

Construction Vibration

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 groundborne vibration from Project construction activities would cause only intermittent, localized intrusion on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The threshold at which there may be a risk of architectural damage to conventional sensitive structure is 0.20 inches/second. Primary sources of ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the FTA. (ENTECH, p.7.) Construction activities that would occur within the Project site include grading, building construction, paving, and painting. These activities have the potential to generate low levels of groundborne vibration.

Using the FTA's reference vibration levels, large bulldozers represent the peak vibration source with a reference level of 87 VdB at a distance of 25 ft. As a conservative measure, it was assumed that two large bulldozers would be operating at the property line. (ENTECH, pp. 31-32.) Construction vibration levels were identified at the nearest off-site land use R1 and compared to the FTA damage and human annoyance criteria, as shown in **Table R – Construction Equipment Vibration Levels** below.

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Table R – Construction Equipment Vibration Levels

Noise Receiver	Distance	Large Bulldozer Reference Vibration Level PPV _{ref} (Vdb) at 25ft ¹	Peak Vibration PPV (Vdb)	Exceed Threshold? (Below 80VdB)
R1	200 ft	87 VdB	67 VdB	No

Source: ENTECH, Table 10-4

Notes:

1. Reference noise levels obtained from the FTA Noise and Vibration Manual

Table R shows that construction vibrations are expected to approach 67 VdB, 200 ft from the Project site. Based on the FTA’s general assessment for groundborne vibration impact criteria, the Project will not result in a perceptible human response (annoyance). Furthermore, impacts at 200 feet from the Project property line are unlikely to be sustained during the entire construction period. Additionally, the construction noise level is below the FTA vibration threshold of 78 vdB and 72 VdB for daytime and nighttime periods. (ENTECH, pp. 25.) Therefore, construction vibration levels will not generate excessive groundborne vibration or groundborne noise levels.

Operation Vibration

Project operations will increase auto and truck traffic within the Project area. Per the Caltrans Transportation Noise and Vibration Manual traffic, auto and heavy trucks traveling on roadways rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. Nonetheless, a qualitative analysis is provided to evaluate the likelihood of vibration impacts from the Project utilizing the empirical vibration curve developed by Caltrans. (ENTECH, p. 28.)

Based on the Caltrans vibration curve (Appendix K, Figure 8), vibration attenuates rapidly with distance. Based on the distance from the roadway centerlines to Receivers R1 through R4, the maximum worst-case vibration levels expected at these locations are near 0.08 millimeters per second (mm/s) or 0.0032 inches/second or 70 VdB. Caltrans and the Federal Transportation Agency (FTA) provide a range of perceptible annoyance levels and this predicted vibration level falls well below the distinctly perceptible level of 0.08 PPV (inches/second), below the FTA damage criteria of 0.3 PPV (inches/second), and the human annoyance level of 80 VdB. Further this worst-case vibration level from truck traffic would not exceed the Caltrans threshold of 0.2 PPV (inches/second). It is expected that actual vibration levels within the Project area from truck traffic will be lower than this worst-case level when soil type and pavement conditions are considered. On this basis, On this basis, the potential for the Project to result in the exposure of persons to, or generation of, excessive groundborne vibration is determined to be below the 78 VdB FTA daytime and 72 VdB nighttime vibration threshold. (ENTECH, p. 28.)

Thus, implementation of the Project would not result in the generation of excessive groundborne vibration or groundborne noise levels. Therefore, less than significant impacts would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As noted in Threshold IX (e) the Project site is located approximately 0.27 miles north of the March Air Reserve Base/ Inland Port Airport (MARB/IPA) and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP), which provides noise contours for each zone. The proposed Project site is within the Airport Overlay Zone B1-APZ-I, and Zone B2 as shown in Figure 6 – MARB Compatibility Zones. The Project site is located within a MARB/IPA Accident Potential Zone. For this zone, the noise contour is 75 CNEL. The Project is consistent with the type of land use for this compatibility zone. Standard building construction for the Project is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. (ENTECH, p. 17.) Therefore, implementation of the Project would not expose people residing or working on the Project site to excessive noise levels. Thus, impacts would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> Entech Consulting Group, <i>Noise & Vibration Study First Industrial Warehouse at Day Street City of Moreno Valley</i>, October 2022. (Appendix K) [Cited as ENTECH] City of Moreno Valley, <i>Moreno Valley Municipal Code</i>, October 2021.(Available at https://library.gcode.us/lib/moreno_valley_ca/pub/municipal_code, accessed March 2022.) [Cited as MC] <ul style="list-style-type: none"> Municipal Code 11.80 – Noise Regulation 				
<p>XIV. POPULATION AND HOUSING – Would the project:</p>				
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"/>
<p>Response: According to the US Census Bureau, the City’s population is 208,634, as of April 2020. (USCB) The Southern California Association of Government (SCAG) estimates that the population of Moreno Valley is expected to increase to about 266,800 by the year 2045. (SCAG, p. 38.) The proposed Project does not involve construction of any new homes and will not contribute to direct increase in the City’s population. The proposed Project may indirectly contribute to population growth within the City by creating jobs during construction. The General Plan anticipates a population growth of 256,000 by 2040. (GP, p. 3-2.) The redevelopment of the Project would be consistent with the General Plan land use and zoning designations for the site and the anticipated population growth.</p> <p>Although temporary employment opportunities may be created during Project construction, this would not induce substantial population growth in Moreno Valley or Western Riverside County as there exists an ample and available regional labor force. Therefore, construction and operation of the proposed Project will not significantly induce substantial unplanned population growth either directly or indirectly. Therefore, impacts would be less than significant.</p>				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project is located within the land use designation of Business Park/Industrial that contains nonresidential structures. As such, the Project site does not contain any structures that provide housing. Therefore, the construction and operation of the proposed Project will not displace existing homes, or substantial numbers of existing people necessitating the construction or replacement housing elsewhere. Therefore, no impacts would occur.</p>				

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

1. United States Census Bureau, *DEC Redistricting Data (PL 94-171), 2020*. (Available at <https://data.census.gov/cedsci/table?q=Moreno%20Valley%20>, accessed March 2022.) [Cited as USCB]
2. Southern California Association of Governments, *Connect SoCal Current Context Demographics and Growth Forecast Technical Report*, adopted September 3, 2020. (Available at https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed March 2022.) [Cited as SCAG]
3. City of Moreno Valley, *General Plan 2040*, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP]
 - Section 3 – Housing Element
 - Section 2 – Land Use & Community Character
 - Map LCC-4: General Plan Land Use
4. City of Moreno Valley Zoning Map, revised on October 27, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/NewZoning.pdf, accessed February 2022.) [Cited as Zoning Map]

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: The City of Moreno Valley is currently served by the Moreno Valley Fire Department (MVFD), under contracts with Riverside County and the California Department of Forestry and Fire Protection (CAL Fire) for provisions of services as part of an integrated regional fire protection system. (GP, p. 5-14.) The MVFD operates out of seven fire stations throughout the City. The closest fire station to the Project site is the Towngate Fire Station 6 at 22250 Eucalyptus Avenue, is located approximately 1.2 miles northeast to the Project site. Additionally, the City has acquired land for future fire stations, one of which would be located along Alessandro Boulevard 1.70 miles east of the Project site. Although the MVFD has not adopted service ratios for personnel or equipment it strives to achieve National Fire Protection Association standards, 4-minute travel time. (GP, p. 5-14.)

The proposed Project site will continue to receive fire protection services from MVFD. Nonetheless, MC Section 3.42.060 – Commercial and Industrial Development Impact Fees, states that the Project applicant shall pay industrial development impact fees prior to issuing permits in order to offset impacts to fire services. The proposed Project will also be required to comply with all applicable fire code requirements for construction and access to the site. Thus, the proposed Project will not result in substantial adverse physical impacts related to fire protection. Therefore, impacts would be less than significant.

ii) Police protection?

Response: The City of Moreno Valley is currently served by Moreno Valley Police Department (MVPD) alongside the Riverside County Sheriff’s Department. (GP, p. 5-13.) The MVPD operated out of the Moreno Valley Station located in the Civic Center Complex at Alessandro Boulevard and Frederick Street, located approximately 0.77 miles east of the Project site. In attempt to improve response site the MVPD has adopted zone policing strategy where officers are assigned to one of four areas.

The proposed Project site will continue to receive police protection services from MVPD. Nonetheless, MC Section 3.42.070 – Police Facilities Commercial and Industrial Development Impact Fees, states that the Project applicant shall be required to pay industrial development impact fees to offset the impacts to sheriff services. Through compliance of MC Section 3.42.070, the Project will not result in substantial adverse physical impacts related to police protection. Therefore, impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The proposed Project is located within the boundaries of Moreno Valley Unified School District. (MVUSD) The proposed Project will not directly create a source of school-aged children, as the Project does not increase residential land use designations nor construct any housing. Therefore, it would not generate the need for new or physically altered school facilities and impacts would be less than significant. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. Since the proposed Project does not propose new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the proposed Project will not result in substantial adverse physical impacts related to schools. Therefore, impacts would be less than significant.</p>				
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities DIFs shall be assessed and paid towards parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. Therefore, impacts would be less than significant.</p>				
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The proposed Project would not directly increase the demand for library or other public services because it does not propose new residential uses. In 2020, the City opened a new public library, Iris Plaza Branch. Thus, the Moreno Valley Public Library now has three locations available to the public. (GP, p. 5-12.) The closest Moreno Valley Public Library Mall Branch is the closest Public Library to the Project site located 1.66 miles northeast at 22500 Town Circle #2078. Based on MC Tile 3.42 – Commercial and Industrial Development Impact Fees, the proposed Project is subject to development impact fees that are used to construct new library facilities or expand existing library facilities subsequent to increased demand. Since the proposed Project does not propose new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate development impact fees. Therefore, impacts related to libraries are less than significant.</p> <p>The nearest emergency medical service available to the proposed Project area is the Riverside County Regional Medical Facility located at 26520 Cactus Avenue in the City of Moreno Valley, approximately 4.61 miles east of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the proposed Project will not result in the construction for new or expanded medical facilities. Compliance with development impact fees will reduce any impacts associated with the redevelopment of the Project site. Therefore, impacts would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. City of Moreno Valley, General Plan 2040, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP] <ul style="list-style-type: none"> • Section 5 – Parks & Public Services 2. City of Moreno Valley, <i>Moreno Valley Municipal Code</i>, October 2021. (Available at https://library.qcode.us/lib/moreno_valley_ca/pub/municipal_code, accessed March 2022.) [Cited as MC] <ul style="list-style-type: none"> • Chapter 3.42 – Commercial and Industrial Development Impact Fees 3. Moreno Valley Unified School District. <i>2021-2022 School Boundary Maps</i>. 2021.(Available at https://www.mvUSD.net/apps/pages/BoundaryMaps, accessed March 2022. [Cited as MVUSD] 				
XVI. RECREATION – Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
<p>Response: The City has established a park service standard of 3.0 acres of parkland per 1,000 residents to ensure that access to parks is adequate and commensurate with the size of the community. (GP EIR, p. 4.15-22.) As previously mentioned in Threshold XIV (a), the Project consists of a redevelopment of an existing recycling facility. Although the redevelopment will increase square footage the Project isn't expected to have a significant employee growth. Nonetheless, the Project is subject to MC Title 3.42 – Commercial and Industrial Development Impact Fees (MC Title 3.42). With payment of these fees, impacts to parks and other public recreational facilities would be less than significant.</p>				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As explained above in Threshold VX (iv), the proposed Project involves construction and operation of a warehouse building and does not include recreational facilities or require the construction of recreational facilities. Nonetheless, the Project is still required to pay development impact fees per MC Title 3.42. Through payment of these fees, impacts to recreational facilities would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. City of Moreno Valley, <i>Moreno Valley Municipal Code</i>, October 2021. (Available at https://library.qcode.us/lib/moreno_valley_ca/pub/municipal_code, accessed March 2022.) [Cited as MC] <ul style="list-style-type: none"> • Chapter 3.42 – Commercial and Industrial Development Impact Fees 2. City of Moreno Valley, <i>Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update and Climate Action Plan</i>, SCH #2020039022. May 20, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed February 2022.) [Cited as GP EIR] <ul style="list-style-type: none"> • Section 4.15 – Public Services and Recreation 				
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"/>
<p>Response: As noted in the Project Description, the Project involves construction and operation of a warehouse building, within the general plan land use designation of Business Park/Light Industrial, and zoning of Business Park (BP). Therefore, the Project would not conflict with current general plan and zoning designations. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. Day Street is classified by the City of Moreno Valley as a minor arterial street. (GP, p. 4-8.) The Project proposes two full-access points along Day Street, along the northern and southern boundary line as shown in Figure 7 – Propose Plot Plan. The Project does not propose any changes to existing roadways.</p>				
<p>According to <i>Map C-2: Existing and Planned Bicycle and Pedestrian Network</i> of the General Plan shows that the section of Day Street in which the Project is located has not been classified as an existing or planned bicycle and pedestrian network. (GP, p. 4-17.) Existing and planned bicycle and pedestrian facilities surround the Project vicinity along Alessandro Boulevard, Cactus Avenue and Old 215 Frontage Road. Public transit in the City of Moreno Valley consists of Riverside Transit Agency (RTA) and Metrolink. Based on <i>Map C-3: Transit Lines and Facilities</i> of the General Plan, RTA services the Project vicinity along Alessandro Boulevard (Route 20). (GP, pp. 4-18 – 4-19, RTA.) Metrolink is service is not located within close proximity. Therefore, the Project would not conflict with any existing or planned circulation system such as transit, bicycle and pedestrian facilities.</p>				
<p>Based on the discussion above, the Project site has been designed to be consistent with the City guidelines. The proposed Project would be required to pay Development Impact Fees as conditioned by</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the City. Additionally, the Project would not change existing land use designations, nor interfere with existing or planned circulation systems. Thus, implementation of the Project would not conflict with a program plan, ordinance or policy addressing the circulation system. Therefore, impacts would be less than significant.

b) Conflict or be inconsistent with [CEQA Guidelines section 15064.3, subdivision \(b\)](#)?

Response: Section 15064.3 of the CEQA Guidelines indicates that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. Albert A. Webb Associates (WEBB-F) prepared a *Vehicle Miles Traveled* (VMT) screening analysis for the proposed Project (included as Appendix L to this IS/MND) based on the City's *Transportation Impact Analysis Preparation Guide* (Guidelines).

The VMT screening criteria were evaluated based on the Project location, land use, and trip generation characteristics, using the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, proposed Project site plan, and the Western Riverside Council of Governments (WRCOG) online VMT screening tool. (WEBB-F, p. 2)

The results of the VMT screening analysis indicate that the proposed Project site is located within Traffic Analysis Zone (TAZ) 1221, which is not within a Transit Priority Area (TPA) and has an average VMT per employee of 15.8 which is lower than the City VMT of 16.1. Therefore, the Project does meet the screening criteria for being within a low VMT-generating area. The proposed Project land use is warehousing, and therefore does not meet the screening criteria for local-serving land uses such as schools, parks and retail.

According to **Table S – Project Trip Generation** below, the Project is estimated to generate approximately 283 daily trips. (WEBB-F, p. 2.) Therefore, the Project meets the screening criteria for low VMT impact project types.

Table S – Project Trip Generation

Vehicle Type	Estimated Mix ¹	Units ²	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Passenger Cars	-	KSF	1.11	0.121	0.030	0.15	0.035	0.115	0.15
2-axle Trucks	16.7%		0.100	0.0017	0.0016	0.003	0.0026	0.0024	0.005
3-axle Trucks	20.7%		0.124	0.0022	0.0020	0.004	0.0032	0.0030	0.006
4-axle Trucks	62.5%		0.375	0.0065	0.0060	0.013	0.0098	0.0090	0.019
Total	100%		1.71	0.131	0.039	0.17	0.050	0.130	0.18

Proposed Project Trip Generation (classification, non-PCE)									
Vehicle Type	Units ²	Daily	In	Out	Total	In	Out	Total	
Passenger Cars	164.97 KSF	183	20	5	25	6	19	25	
2-axle Trucks		17	0	0	0	0	0	0	
3-axle Trucks		21	0	0	0	1	0	1	
4-axle Trucks		62	1	1	2	2	1	3	
Total			283	21	6	27	9	20	29

Source: WEBB-F, Table 1

Notes:

1. Truck mix per High-Cube Warehouse Vehicle Trip Generation Analysis
2. KSF = 1,000 square feet gross floor area
3. ITE Trip Generation Manual– 11th Ed, 2021 - Land Use 150, Warehousing
4. Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

In accordance with the City's Guidelines, the proposed Project is presumed to have a less than significant transportation impact based on the Project generating less than 400 daily vehicle trips and being located

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>within a low VMT-generating area. (WEBB-F, p. 2.) Thus, implementation of the Project would not conflict or be inconsistent with CEQA Guidelines section 15046.3 (b). Therefore, impacts would be less than significant.</p>				
<p>c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As previously mentioned vehicular access to the Project site will be provided by two full-access points along Day Street. 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 proposed Project is consistent with the existing land use and zoning designation and would not introduce a land use that would conflict with the existing areas.</p> <p>The two full-access points would provide both vehicular and truck access the Project site. The proposed driveways will be consistent with the City’s development standards. Additionally, 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. Similarly, truck traffic entering and exiting the facility will be compatible with newer light industrial developments in the immediate vicinity. As a result, impacts related to vehicular circulation design features would be less than significant.</p>				
<p>d) Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: During construction activities on-site, temporary staging of equipment, and supply storage would occur within the Project site. Installation of driveways and connections to existing infrastructure systems would be implemented during construction of the proposed Project could require the temporary closure of one side or portions of Day Street for a short period of time. However, the construction activities would be required to ensure emergency access in accordance with the California Fire Code. (GP, p. 4-13.) Thus, compliance with California Fire Code and existing regulations will ensure adequate emergency access to the Project site is maintained during construction activities.</p> <p>As mentioned in Threshold XVII (a), the Project proposes two full-access points along Day Street. The Project has been designed to be consistent with applicable City codes. Additionally, the Project site plan will be verified by the City, which will ensure adequate and safe circulation to, from, and through the Project area.</p> <p>Furthermore, the City of Moreno Valley identifies Interstate 215 (I-215), State Route 60 (SR-60), and major roadways as evacuation routes. (GP, p. 6-14.) Based on <i>Map S-6: Emergency Evacuation Risk Assessment</i> of the General Plan, the Project is not located along a designated evacuation route. (GP, p. 6-16.) Therefore, during construction and operation the Project would not interfere or obstruct existing emergency access. Thus, implementation of the proposed Project will not result in inadequate emergency access. Therefore, impacts would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Project Description 2. Albert A. Webb Associates (WEBB), <i>Vehicle Miles Traveled screening assessment for proposed warehouse on Day Street in the City of Moreno Valley (PEN 22-0144, APN 297130036)</i>, January 30, 2023. (Appendix L) [Cited as WEBB-F] 3. Riverside Transit Agency, <i>Maps & Schedules: Route 20</i>, Effective September 11, 2022 (Available at https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules, accessed October 12, 2022.) [Cited as RTA] 4. City of Moreno Valley, General Plan 2040, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP] <ul style="list-style-type: none"> • Section 4 – Circulation • Section 6 – Safety 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) , or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: As stated in Threshold V (a), above, a <i>Phase I Cultural Resources Survey of the First Day Street Logistics Project</i> was prepared by Brian F. Smith and Associates (BFSA), Inc. on September 2, 2022 (the “Phase 1 CRA”) and is included as Appendix D of this IS/MND. The preparation of the Phase 1 CRA included a records search and a field survey. Intensive site surveys were conducted. (BFSA-A, p. 4.0-1.)</p> <p>According to the records search, no tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources are present on the Project site. (BFSA-A, p. 5.0-1). In addition, no tribal cultural resources were observed during the site surveys (BFSA-A, p. 5.0-2)</p> <p>As part of the AB 52 consultation process required by State law, the City sent notification of the Project to Native American tribes with possible traditional or cultural affiliation in the Project area. Two tribes responded and requested consultation: Agua Caliente Band of Cahuilla Indians and Pechanga Band of Indians. Consultation with the Agua Caliente Band of Cahuilla Indians was completed on April 19, 2023 with the inclusion of mitigation measures MM CR 1 and MM TCR 1 through TCR 7, below. Consultation with the Pechanga Band of Indians was conducted on May 5, 2023 where mitigation measures MM CR 1 and MM TCR 1 through TCR 7, below, were included to reduce potential impacts to inadvertent discoveries to a level less than significant level.</p> <p>To avoid potential adverse effects to cultural resources, MM CR 1 has been included, which requires archaeological monitoring during Project grading and preparation of a CRMP. Additionally, MM TCR 1 through TCR 7 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.</p> <p>MM TCR 1: Native American Monitoring. Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Indians for tribal monitoring. The Developer is also required to provide a minimum of 30 days’ advance notice to the tribes of all ground disturbing activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, City, the construction manager and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.</p> <p>MM TCR 2: Cultural Resource Disposition. In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <p>a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.</p> <p>ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure 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 MM TCR 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.</p> <p>MM TCR 3: 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."</p> <p>MM TCR 4: 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 1 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</p> <p>MM TCR 5: 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).</p> <p>MM TCR 6: 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</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).</p> <p>MM TCR 7: 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).</p>				
<p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: See Response XVIII.a.i. above.</p>				
<p>Sources:</p>				
<p>1. Brian F. Smith and Associates, Inc., <i>Phase I Cultural Resources Survey for the First Day Street Logistics Project, Moreno Valley</i>, September 2022. (Appendix D) [Cited as BFSA-A]</p>				
<p>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As stated in the Project Description, the proposed will construct an on-site network of water, sewer, and storm drain facilities and construct off-site improvements that include a new waterline in Day Street and associated roadways improvements. The Project would also install connections to existing electricity, natural gas, and telecommunications facilities that already exist in the area. These facilities would be installed consistent with the respective utility provider requirements. Any potential physical impacts from installation of these facilities have been evaluated throughout this IS/MND and, where applicable, mitigation measures have been implemented to reduce potential impacts to less than significant levels. Accordingly, the construction of infrastructure necessary to serve the proposed Project have been identified as part of this IS/MND.</p> <p>Therefore, the proposed Project would not cause significant effects with regard to the construction of water, sewer, storm water drainage, electrical power, natural gas, or telecommunications facilities and impacts would be less than significant.</p>				
<p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Response: The Project site is located within the service area of the Eastern Municipal Water District (EMWD). The EMWD provided a <i>Will Serve Letter</i> on May 3, 2022 indicating an ability to provide potable water service to the Project. (EMWD-WS) The Will Serve letter is included as Appendix M to this IS/MND. As mentioned in Threshold XIX (a), the Project will install a new 12-inch portable water line along Day Street. The Project will also connect a looped 12-inch fire waterline around the proposed building.</p> <p>A <i>Design Conditions Report</i> was prepared by Albert A. Webb Associates dated July 2022 (WEBB-G) and is available in Appendix N of this IS/MND. Estimated potable water demands for the Project were calculated using EMWD's current planning standards. (WEBB-G, p. 2-1.) It was estimated that the Project would have an average demand of 4,301 gallons per day (gpd). (WEBB-G, p.2-3.) Additionally, the Project site is currently developed with an industrial use, and the estimate above does not discount the existing water demand.</p> <p>The EMWD adopted its 2020 Urban Water Management Plan (UWMP), which details the reliability of EMWD's current and future water supply. The EMWD has four sources of water supply: imported water from Metropolitan Water District (Metropolitan), local groundwater, desalinated groundwater, and recycled water. (EMWD UWMP, p. 3-3.) The EMWD has several planned projects that will increase regional supply reliability by increasing local supplies and decreasing demands for imported water from the MWD including increasing local groundwater banking through the Enhanced Recharge and Recovery Program (ERRP), expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of an Integrated Resource Plan. (EMWD UWMP, p. 7-12.) Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs and an innovative tiered pricing structure. (EMWD UWMP, p. 7-12.)</p> <p>In 2020, approximately 50 percent of the EMWD's total retail supply was imported from Metropolitan. (EMWD UWMP, p. 6-2). Metropolitan also prepared a Regional UWMP and Integrated Water Resource Plan to detail their ability to provide water in times of shortage and address concerns regarding water supply reliability based on recent judicial decisions affecting the State Water Project (SWP) and potential impacts due to climate change and drought. Based on the information provided in Metropolitan's 2020 UWMP, Metropolitan has sufficient supply capabilities to meet the expected demands of its member agencies from 2025 through 2045 under normal, historic single-dry and historic multiple-dry year conditions. (MWD, pp. ES-5–ES-6.)</p> <p>Thus, there is sufficient water supplies available to serve the proposed Project. Therefore, impacts would be less than significant.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project will be served by Edgemont Community Service District (ECSD). ECSD provided a will serve letter on July 11, 2022 indicating ability to serve as the Project's wastewater provider contingent on compliance with ECSD rules, regulations, conditions, requirements and payment of fees. (ECSD- WS, p. 1.) The <i>Will Serve Letter</i> is included as Appendix O to this IS/MND. The Project is proposing to connect to existing on-site sewer lines and would not require off-site sewer improvements. (ECSD- WS, p. 3.)</p> <p>ECSD estimates that the proposed Project site will generate wastewater equivalent to 14.9 dwelling units or equivalent dwelling units (EDUs). Currently, the Project site has a Sewer permit and existing capacity rights for 11 EDUs, per Sewer Permit Number 1284. Since the Project site has an existing credit of 11 EDUs, the net increase in wastewater generated from the proposed Project is 3.9 EDUs. (ECSD- WS, pp.2-3.)</p> <p>ECSD does not own a wastewater treatment plant. Wastewater generated within ECSD is conveyed to the City of Riverside Regional Water Quality Control Plant (RWQCP). The RWQCP has a treatment capacity of 46 million gallons per day (mgpd) and treats approximately 27 mgpd (RWQCP, Vol. 4, pp. 1-</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>1 – 1-2). Accordingly, the RWQCP has excess capacity and can treat the Project’s increase in wastewater usage in addition to existing commitments.</p> <p>Therefore, impacts would be less than significant.</p>				
<p>d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The City provides trash, recycling, and special waste handling services to residents and businesses through a contract with Waste Management. The majority of solid waste generated within the city is disposed of at Badlands Sanitary Landfill, located north of State Route 60 (SR-60) and west of Interstate 10 (I-10) off Ironwood Avenue. Two other landfills within the county of Riverside, El Sobrante Landfill and Lamb Canyon Landfill, have the capacity to serve the city. These three landfills have a combined remaining capacity of approximately 178.8 million cubic yards. (GP EIR, p. 4.17-4.) The Badlands Sanitary Landfill and Lamb Canyon Landfill have a permitted daily capacity of 5,000 tons per day (tpd) and the El Sobrante Landfill has a permitted daily capacity of 16,054 tpd. (CAL-B, CAL-C; CAL-D)</p> <p>The Project site is currently an operational industrial site, the proposed Project would not change the City’s land use.</p> <p>The U.S. Environmental Protection Agency’s (EPA’s) construction waste generation factors for nonresidential projects are 4.34 pounds per square foot. (EPA, pp. 10.) Based on this factor, the proposed Project will generate approximately 358 tons of construction-related solid waste (164,968 SF x 4.34 pounds per SF / 2,000 pounds per ton = approximately 358 tons). In addition, the Project will demolish the existing 63,000 SF building. The EPA demolition waste generation factor for nonresidential demolition is 158 pounds per square foot. Based on this factor, demolition of the existing building will generate approximately 4,977 tons of demolition-related solid waste (63,000 SF x 158 pounds per SF / 2,000 pounds per ton = approximately 4,977 tons). Additionally, the CalGreen Code requires a minimum of 65 percent of construction waste to be recycled or diverted from landfills. As such the Project’s construction and demolition waste to be disposed of in landfills is approximately tons (358 + 4,977 tons x 0.35 = 1,867 tons. This represents a negligible amount of the total estimated construction-related waste which would be accommodated by the landfills serving the City. Therefore, the disposal of construction-related solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante landfills and there would be a less than significant impact.</p> <p>CalRecycle provides estimates for long-term operational solid waste generation rates for industrial uses; the rate used herein is 62.5 pounds of waste per day per 1,000 SF of building area. (CAL-A) Therefore, the proposed Project would generate approximately 5.2 tons of waste per day (164,968 SF/1,000 SF x 62.5 pounds per SF / 2,000 pounds = approximately 5.2 tons per day). This conservatively does not include any waste diverted from landfills as a result of recycling. Because the Project would generate a relatively small amount of solid waste per day compared to the existing daily permitted capacities of the existing landfills, the three landfills would have remaining capacity to serve the Project’s projected waste generation during operation. Thus, less than significant impacts are anticipated.</p>				
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with Waste Management to develop a Waste Management and Recycling Plan for an approval prior to issuance of building permits, per the City’s MC Section 8.80.030 – Waste Management Plan. The Waste Management and Recycling Plan would identify the project type, and estimate the amount of materials to be recycled during construction. Further, the Project would be required to comply with current</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>CalGreen code requirements and complete a Diversion Report for review with the City's Building Department to demonstrate that construction waste is being recycled at a minimum of 65 percent. (GP EIR, p. 4.17-10.) Additionally, the proposed Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations.</p> <p>AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. In 2019, Moreno Valley diverted 7.6 percent of commercial waste, 35.8 percent of residential waste, and 35.6 percent of roll-off waste. (GP EIR, p. 4.8-12.) Because the proposed Project will comply with federal, state, and local statutes and regulations related to solid waste, impacts would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Project Description 2. Eastern Municipal Water District (EMWD), <i>SAN 53-WS 20220000578 – APN: 297-130-036</i>, May 3, 2022. (Appendix M) [Cited as EMWD-WS] 3. Albert A. Webb Associates (WEBB), <i>Preliminary Drainage Study for First Day Street Logistics, PEN22-0144</i>, Prepared June 2022 revised February 2023 located in Appendix I. (WEBB-D) 4. Albert A. Webb Associates (WEBB), <i>First Day Street Logistics Design Conditions Report PPI:2022-061</i>, July 2022. (Appendix N) [Cited as WEBB-G] 5. Metropolitan Water District, <i>2020 Urban Water Management Plan</i>, June 2021. (Available at https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf, accessed November 1, 2022.) [Cited as MWD] 6. Eastern Municipal Water District. <i>2020 EMWD Urban Water Management Plan</i>. (Available at https://www.emwd.org/post/urban-water-management-plan, accessed November 1, 2022.) [Cited as EMWD UWMP] 7. City of Moreno Valley, <i>Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update and Climate Action Plan</i>, SCH #2020039022. May 20, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/Environmental/MV2040_FinalEIR_W-CommentResponse.pdf, accessed February 2022.) [Cited as GP EIR] <ul style="list-style-type: none"> • Section 4.17 – Utilities and Service Systems 4. City of Moreno Valley, <i>Moreno Valley Municipal Code</i>, October 2021. (Available at http://qcode.us/codes/morenovalley/, February 25, 2022.) [Cited as MC] <ul style="list-style-type: none"> • Section 8.30.030 – Waste Management Plan. 8. Edgemont Community Service District, <i>Availability Letter for Proposed Warehouse along the eastside of Day Street between Alessandro Boulevard and Old 215 Frontage Road, 14050 Day Street; Moreno Valley, CA (APN 297-130-036)</i>, July 11, 2022. (Appendix O) [Cited as ECSD-WS] 9. City of Riverside, <i>Update of the Integrated Master Plan for the Wastewater Collection and Treatment Facilities, Volume 4, Wastewater Treatment Systems</i>, June 2019. (Available at: https://riversideca.gov/publicworks/sewer/master-plan/2019%20Sewer%20Master%20Plan%20Volume%204.pdf, accessed November 2022.) [Cited as RWQCP] 10. CalRecycle, <i>Estimated Solid Waste Generation Rates</i>, 2019. (Available at https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed November 2, 2022.) [Cited as CAL-A] 11. CalRecycle, <i>Solid Waste Information System: Facility Detail: Lamb Canyon Sanitary Landfill (33-AA-0007)</i>. (Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368, accessed December 21, 2022.) [Cited as CAL-B] 12. CalRecycle, <i>Solid Waste Information System: Facility Detail: Badlands Sanitary Landfill (33-AA-0006)</i>. (Available at https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367, accessed November 2, 2022.) (Cited as CAL-C) 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>13. CalRecycle, <i>Solid Waste Information System: Facility Detail: El Sobrante Landfill (33-AA-0217)</i>. (Available at https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402, accessed November 2, 2022.) [Cited as CAL-D]</p> <p>14. United States Environmental Protection Agency, <i>Estimating 2003 Building Related Construction and Demolitions Materials Amounts, 2003</i>. (Available at https://www.epa.gov/sites/production/files/2017-09/documents/estimating2003buildingrelatedcanddmaterialsamounts.pdf, accessed November 2, 2022.) [Cited as EPA]</p>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project site is not classified as a very high fire hazard severity zone (VHFSZ) and the Project site is not adjacent VHFSZ areas (CAL FIRE). According to Map S-5: Fire Hazard Severity Zones from the City’s General Plan, the Project site is not located within or adjacent to a fire hazard severity zone. (GP, p. 6-9.) Therefore, the Project would not exacerbate wildfire risks and implementation of the Project would not substantially impair and adopted emergency response plan or emergency evacuation plan. Therefore, no impacts would occur.</p>				
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"/>
<p>Response: As indicated above in Threshold XX (a), the Project is not located within a VHFSZ nor is it located adjacent to VHFSZ areas. Additionally, the Project site is not located within a Fire Hazard Severity Zone, as shown in Map S-5: Fire Hazard Severity Zones. (GP, p. 6-9.) Thus, implementation of the Project would not exacerbate wildfire risks, including exposure of Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impacts would occur.</p>				
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"/>
<p>Response: As discussed above in Threshold XX (a), the Project site is not classified as a VHFSZ and the Project site is not adjacent to VHFSZ areas. Additionally, the Project site has been previously developed within an urbanized area. Therefore, the Project would not require the installation or maintenance of associated infrastructure that may exacerbate wildfire risks, or that may result in temporary or ongoing impacts to the environment. Therefore, no impacts would occur.</p>				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: As discussed above in Threshold XX (a), the Project site is not classified as a VHFSZ and the Project site is not adjacent to VHFSZ areas. Additionally, the Project site is relatively flat without any nearby hillsides. Therefore, implementation of the Project would not 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. Therefore, no impacts would occur.</p>				
<p>Sources:</p> <p>1. City of Moreno Valley, <i>General Plan 2040</i>, adopted June 15, 2021. (Available at http://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf, accessed February 2022.) [Cited as GP]</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Section 6 – Safety
- 2. State of California, Department of Fire. *Fire Hazards Severity Zone- Moreno Valley*, December 21, 2009. (Available at https://osfm.fire.ca.gov/media/5917/moreno_valley.pdf, accessed February 2022.) [Cite as Cal FIRE]

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Response: As discussed in Threshold IV (a) through IV (f), the Project site and off-sites are located within the Western Riverside County Multiple Species Habitat (MSHCP) and the Stephens Kangaroo Rat (SKR) Habitat Conservation Plan (HCP); however, the Project site is not located within an criteria cell, or Public/Quasi-Public or MSHCP conserved lands or within a core SKR HCP Core Reserves. Furthermore, the Biological Assessment prepared for the Project concluded that no special status species or habitat were located within Project boundaries. All potentially significant impacts to biological resources would be avoided or reduced to a less than levels with the implementation of mitigation measure **MM BIO 1**, set forth in Section IV Biological Resources of this IS/MND.

As discussed in Threshold V (a), there are no known historic resources or prehistoric resources on or near the Project site. None of the 37 previously recorded cultural resources are within a one-mile radius of the Project site were recorded or found on the proposed Project site. Further, the Project site has been previously disturbed and has a low to moderate potential for cultural resources. Therefore, mitigation measure **MM CR 1** set forth in Section V Cultural Resources of this IS/MND shall be implemented to reduce potential impacts to unknown cultural resources to less than significant. As discussed in Threshold XVIII (a), above, implementation of mitigation measures **MM TCR 1** through **MM TCR 7** set forth in Section XVIII Tribal Cultural Resources of this IS/MND would reduce potential impacts on unknown tribal cultural resources to less than significant.

Thus, the proposed Project will not 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, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, with implementation of mitigation measures impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Response: As discussed in the analysis in this IS/MND, the Project is a redevelopment of a previously developed area. During construction of the Project, temporary impacts may occur; however, operational impacts would not substantially change compared to existing conditions. The proposed Project will not result in any significant environmental impacts with the implementation of mitigation measure **MM NOI 1** during construction. The Project will also not cause a substantial permanent increase in ambient noise levels. The Project is consistent with local and regional plans, and the Project’s air quality emissions do not exceed established thresholds of significance. The Project adheres to all other land use plans and

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>policies that have jurisdiction over the Project site. The Project is not considered growth-inducing as defined by State CEQA Guidelines Section 15126.2(d) and will not induce, either directly or indirectly, population and/or housing growth. Therefore, the proposed Project will not result in any impacts that are individually limited, but cumulatively considerable and impacts would be less than significant with implementation of mitigation.</p>				
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: Effects on human beings were evaluated as part of this analysis of this IS/MND under the aesthetics, air quality, cultural resources as it relates to human remains, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and services systems thresholds. Based on the analysis and conclusions in this IS/MND, impacts for these topics were considered to have no impact, less than significant impact or less than significant impact with mitigation incorporation. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project would be less than significant with mitigation incorporated.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Above Checklist 				

CITY OF MORENO VALLEY
MITIGATION MONITORING PROGRAM
 PEN22-0144 (Plot Plan)

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Project (PEN22-0144). This MMRP has been prepared pursuant to California Public Resources Code Section 21081.6, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” An MMRP is required for the proposed Project because the Initial Study/Mitigated Negative Declaration (IS/MND) has identified significant adverse impacts, and measures have been identified to mitigate those impacts as reflected in **Table T – Mitigation, Monitoring, and Reporting Program**, below.

Table T – Mitigation, Monitoring, and Reporting Program

Issue	Mitigation Measure	Implementation Timing and Responsible Party for Monitoring	Verification of Compliance		
			Initials	Date	Remarks
Biological Resources	MM BIO 1: If construction is proposed during the nesting/breeding season (February 1 through August 31), a qualified biologist (the “Project Biologist”) shall perform preconstruction surveys in potential nesting areas seven days or less prior to disturbance. If active nests are documented, species-specific measures, as determined by the Project Biologist, shall be implemented to prevent abandonment of the active nest. including but not limited to, installation of barriers. If construction begins in the non-breeding season, but extends into the breeding season, nesting bird surveys shall be conducted prior to moving into the new areas. In areas where work is already active, any birds building adjacent nests shall be presumed to be unconcerned by the activity.	Timing: During construction Party: Applicant/Qualified Biologist			
Cultural Resources	MM CR 1: Prior to the issuance of a grading permit, the applicant/Project developer shall retain a qualified archaeologist to conduct monitoring of all ground disturbing activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s) including the Pechanga Band of Indians, the contractor, and the City, shall develop a Cultural Resources Monitoring Plan (CRMP). 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	Timing: Prior to issuance of grading permit Party: Applicant/Qualified Archaeologist			

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	Sensitivity Training to those in attendance. All cultural resource discoveries shall be registered at the EIC and the City of Moreno Valley must be immediately notified of the discovery and additional mitigation measures.				
Geology and Soils	<p>MM PAL 1: Applications for future development, wherein the Community Development Director or his or her designee has determined a potential for impacts to paleontological resources, shall review the underlying geology and paleontological sensitivity of the site. If it is determined that the potential exists that sensitive paleontological resources are present, the applicant shall be required to comply with the following mitigation framework.</p> <p>A qualified paleontological monitor shall be present during mass grading, trenching, and excavation in project areas where a project specific technical study has determined that such monitoring is necessary due to the potential for paleontological resources to reside within the underlying geologic formations. The geologic technical study shall also provide specific duties of the monitor, and detailed measures to address fossil remains, if found.</p>	<p>Timing: During Grading</p> <p>Party: Applicant/Qualified Paleontological Monitor</p>			
	<p>MM PAL 2: Prior to the issuance of a grading permit, 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 level. The PRIMP should follow the outline below:</p> <ol style="list-style-type: none"> 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 	<p>Timing: Prior to issuance of grading permit</p> <p>Party: Applicant/Qualified Paleontologist</p>			

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	<p>time at the determination of the paleontologist, based upon the identification of undisturbed sediments of Pleistocene very old alluvial fan deposits (“Qvofa”).</p> <p>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.</p> <p>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</p>				

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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>				

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	<p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>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</p>				

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	<p>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.</p> <p>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.</p>				
Noise	MM NOI 1: During grading activities, the Contractor shall install mufflers on all heavy construction equipment that can achieve at least a 15 dBA noise reduction on all heavy equipment.	Timing: During Grading Party: Contractor			
Tribal Cultural Resources	MM TCR 1: Native American Monitoring. Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Indians for tribal monitoring. The Developer is also required to provide a minimum of 30 days' advance notice to the tribes of all ground disturbing activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, City, the construction manager and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.	Timing: Prior to issuance of grading permit Party: Applicant/Qualified Archaeologist			

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	<p>MM TCR 2: Cultural Resource Disposition. In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <p>a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:</p> <p>i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.</p> <p>ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure 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 MM TCR 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.</p>	<p>Timing: During construction</p> <p>Party: Applicant/Qualified Archaeologist</p>			

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	<p>MM TCR 3: 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."</p>	<p>Timing: Prior to issuance of grading permit</p> <p>Party: Applicant/Contractor</p>			
	<p>MM TCR 4: 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 1 before any further work commences in the affected area. If the find is determined</p>	<p>Timing: During construction</p> <p>Party: Applicant/Qualified Archaeologist</p>			

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	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 5: 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).	Timing: During construction Party: Applicant/Qualified Archaeologist			
	MM TCR 6: 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).	Timing: During construction Party: Applicant/Qualified Archaeologist			

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	<p>MM TCR 7: 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).</p>	<p>Timing: Prior to final inspection</p> <p>Party: Applicant/Qualified Archaeologist</p>			