

**ADDENDUM NO. 2 TO THE REVISED FINAL
PROGRAM ENVIRONMENTAL IMPACT REPORT FOR
THE 2024 MOVAL 2040 PROJECT:**

**2024 MORENO VALLEY GENERAL PLAN UPDATE, 2024
ASSOCIATED ZONING TEXT AMENDMENTS TO TITLE 9
(PLANNING & ZONING) AND ZONING ATLAS
AMENDMENTS, AND 2024 CLIMATE ACTION PLAN**

(STATE CLEARINGHOUSE #2020039022)

**SUPPORTING MOVAL 2040 CIRCULATION ELEMENT
UPDATE, TRUCK ROUTES ORDINANCE, AND TRUCK
ROUTES MAP PROJECT**

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1 PURPOSE OF AN ADDENDUM

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.); the CEQA Guidelines (Title 14, California Code of Regulations [CCR] Section 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Moreno Valley (City). The City is the Lead Agency under CEQA.

CEQA Guidelines Section 15164(a) states that “the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” Pursuant to CEQA Guidelines Section 15162(a), a subsequent Environmental Impact Report (EIR) or Negative Declaration is only required when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

2 BACKGROUND

2.1 2024 MoVal 2040 Project

The 2024 MoVal 2040 Project Circulation Element Update Project (Project) implements minor changes and additions to the 2024 MoVal 2040 Project, which consists of the following:

1. 2024 General Plan Update (2024 GPU), which is a comprehensive General Plan Update that articulates a vision for the City's growth over the next 20 years, which includes the implementation of five new General Plan land use designations consisting of Business-Flex, Corridor Mixed Use, Center Mixed Use, Downtown Center, and Highway Office/Commercial;
2. 2024 Climate Action Plan (2024 CAP) that describes and demonstrates how the City will comply with the State's greenhouse gas (GHG) emission reduction standards and goals and streamline environmental review of certain future development projects; and
3. 2024 Associated Zoning Text and Zoning Atlas Amendments to implement the land use policies and regulations, such as but not limited to zoning and development standards, and the goals and objectives set forth and described in the 2024 GPU.

On April 21, 2026, in the context of a duly noticed public hearing, the Moreno Valley City Council (City Council) took the following actions:

1. Adopted Resolution No. 2026-19, approving and adopting the Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations, and Certifying the 2024 Revised Final Program Environmental Impact Report of the 2024 MoVal 2040 Project (2024 RFEIR);
2. Adopted Resolution No. 2026-20, approving the 2024 GPU and 2024 CAP; and
3. Introduced (First Reading) Ordinance No. 1042, approving the 2024 Zoning Amendments.

Thereafter, on April 24, 2026, a Notice of Determination was filed and posted, pursuant to Section 21108 and 21152 of the Public Resources Code, at the Office of the Assessor-County Clerk-Recorder of the County of Riverside, California regarding the April 21, 2026 adoption of Resolution No. 2026-19 approving and adopting the Findings of Fact, Mitigation and Monitoring Program, and Statement of Overriding Considerations and certifying the 2024 RFEIR (State Clearinghouse Number 2020039022) as having been prepared in compliance with the requirements of the California Environmental Quality Act.

On May 5, 2026, in the context of a duly noticed regular meeting of the City Council, the City Council passed and adopted (Second Reading) Ordinance No. 1042 approving the 2024 Zoning Amendments, which amended the text of Title 9 (Planning & Zoning) of the Moreno Valley Municipal Code and the City's official Zoning Atlas to ensure that the text of Title 9 and the zoning designations depicted in the Zoning Atlas are consistent with the land use policies and regulations set forth and described in the 2024 GPU. Thereafter, on May 7, 2026, a Notice of Determination regarding the second reading of Ordinance No. 1042 was filed and posted, pursuant to Section 21108 and 21152 of the Public Resources Code, at the Office of Assessor-County Clerk-Recorder of the County of Riverside, California regarding the April 21, 2026 adoption of Resolution No. 2026-19 approving and adopting the Findings of Fact, Mitigation and

Monitoring Program, and Statement of Overriding Considerations and certifying the 2024 RFEIR (State Clearinghouse Number 2020039022) as having been prepared in compliance with the requirements of the California Environmental Quality Act.

2.2 AB 98 and SB 415

On September 29, 2024, Assembly Bill 98 (AB 98) was signed into law by Governor Newsom and requires jurisdictions within the State’s designated logistics warehouse concentration regions (which include the City of Moreno Valley) to update their General Plan Circulation Elements by January 1, 2026, to identify and establish designated truck routes for the movement of goods. AB 98 responds to the public health, environmental, and quality-of-life impacts stemming from the growth of logistics warehouse facilities. AB 98 requires local jurisdictions to designate truck routes that prioritize the use of major arterials and highways, avoid sensitive land uses such as, but not limited to, homes, schools, and healthcare facilities, and include public signage and accessible mapping. AB 98 also imposes new development standards for logistics warehouse facilities, including setbacks, buffers, air-quality mitigation, and the use of zero-emission equipment. The intent of AB 98 is to create a more equitable and sustainable approach to goods movement associated with logistics warehouse facilities. AB 98 aims to reduce disproportionate burdens on vulnerable communities, promote cleaner industrial practices, and balance economic development with public health and environmental justice.

On October 3, 2025, Governor Newsom then signed into law Senate Bill 415 (SB 415), which defined various standards initially introduced in AB 98.¹ SB 415 defines specific logistics warehouse development standards, truck routes ordinance requirements, and environmental protection requirements, including those pertaining to air quality and health impacts. However, at the time AB 98 and SB 415 were signed into law, the City was in the process of preparing the 2024 Revised Final Program Environmental Impact Report (2024 RFEIR) in response to a Judgment and Writ issued by Riverside County Superior Court on May 6, 2024 (Case No. CVRI2103300).

In June 2021 and August 2021, the City Council approved the previous MoVal 2040 Project which consisted of the 2021 General Plan Update (2021 GPU), 2021 Climate Action Plan (2021 CAP), and related 2021 Associated Zoning Text and Zoning Atlas Amendments (2021 Zoning Amendments), (collectively, the 2021 MoVal 2040 Project) and certified 2021 Final Program Environmental Impact Report (2021 FEIR) prepared for 2021 MoVal 2040 Project. Thereafter, the Sierra Club filed a Verified Petition for Writ of Mandate and Complaint for Declaratory Relief in the Riverside County Superior Court (Case No. CVRI2103300), challenging the City’s decision to certify the 2021 FEIR and approve the 2021 MoVal 2040 Project. Subsequently, the California Attorney General intervened in the case through the filing of a Petition for Writ of Mandate-in-Intervention.

The case was concluded with a Statement of Decision from the Riverside County Superior Court (Court), dated March 5, 2024, in which the Court granted the petition on the issues limited to baseline (existing conditions analysis), air quality, climate change (greenhouse gas [GHG] emissions), and energy use. The Statement of Decision was followed by the Judgment and Writ issued by the Court on May 6, 2024 (Case No. CVRI2103300). The Writ commanded the City to set aside the City Council’s certification of the 2021 FEIR and approval of the 2021 GPU (excepting the City’s Housing Element adopted in October 2022), the

¹ California Legislative Information, Senate Bill No. 415, Planning and Zoning, Logistics Use Development Truck Routes, https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB415. Accessed January 8, 2026

2021 CAP and 2021 Zoning Amendments. In the City's Final Return to the Writ and Request for Discharge of the Writ, the City confirmed that, in compliance with the Writ, it took the appropriate actions to set aside certification of the 2021 FEIR and approval of the 2021 GPU (excepting the City's Housing Element adopted in October 2022), the 2021 CAP and 2021 Zoning Amendments. All parties stipulated to the City's compliance with the Writ which Court then fully discharged on September 19, 2024.

Immediately after the Court's discharge of the Writ, the City commenced the preparation of the 2024 MoVal 2040 Project (consisting of the 2024 GPU, 2024 CAP, and 2024 Zoning Amendments) and the 2024 MoVal 2040 Project Project's Revised Draft Program EIR (2024 RDEIR), to correct the deficiencies identified in the Writ, consistent with the Statement of Decision. On August 14, 2025, a public scoping meeting was held to solicit input from the public and interested agencies on the scope of the necessary environmental analysis for the 2024 MoVal 2040 Project. Following the scoping meeting, the 2024 RDEIR was prepared and circulated for a 45-day public review period, commencing July 7, 2025, through August 21, 2025, followed by a duly noticed public hearing of the Moreno Valley Planning Commission (Planning Commission) on October 9, 2025, to consider the 2024 MoVal 2040 Project and the 2024 RDEIR. However, due to the receipt of a letter from the State of California Office of the Attorney General Office (AGO) on October 7, 2025, regarding the proposed 2024 CAP and the 2024 RDEIR's various air quality issues and mitigation measures, the Moreno Valley City Attorney recommended that the Planning Commission continue the October 9, 2025 Planning Commission public hearing to provide staff sufficient time to respond to the various issues and mitigation measures raised by the AGO. As such, the Planning Commission continued the October 9, 2025 Planning Commission public hearing to the Planning Commission's regular meeting, scheduled for October 23, 2025. At the duly noticed October 23, 2025 public hearing, after hearing a staff report, receiving public testimony and engaging in deliberation, the Planning Commission voted to: (a) adopt a resolution recommending that the City Council adopt the Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations and certify the 2024 RFEIR; and (b) adopt a resolution recommending that the City Council approve the 2024 MoVal 2040 Project. Thereafter, at a duly noticed public hearing of the Moreno Valley City Council, the City Council voted to adopt the Findings of Fact, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations and certify the 2024 RFEIR; and (b) approve the 2024 MoVal 2040 Project (PEN25-0020).

Notwithstanding the certification of the 2024 RFEIR and approval of the 2024 MoVal 2040 Project, and the ongoing negotiations with the AGO, from November 2025 through April 2026, the City was simultaneously committed to engaging the public and interested stakeholders in the preparation of a revised truck routes map and related amendment to the Circulation Element of the 2024 GPU in compliance with the mandates set forth in AB 98 and SB 415. However, due to the City's concentrated efforts and time and resources committed to analyzing and preparing the 2024 MoVal 2040 Project and 2024 RDEIR and 2024 RFIER and the ongoing negotiations with the AGO, the City informed the AGO that it was necessary that the City be provided additional time to conduct the necessary community engagement to solicit thorough and meaningful input from the public and other interested stakeholders on revisions to the City current truck routes map to ensure that the proper changes are made not only in compliance with the mandates of AB 98 and SB 415, but also consistent with the plans and policies of the various elements of the City's recently approved 2024 GPU, 2024 CAP and 2024 Zoning Amendments and the applicable mitigation measures (PEN26-0055) set forth in the 2024 RFIER and the objectives of the air-

quality related mitigation measures under negotiations with the AGO which on June 25, 2026 , in the context of a duly noticed public hearing, the Planning Commission recommended that the City Council approve in the context of an ordinance, titled “An Ordinance of the City Council of the City of Moreno Valley, California, Amending Chapter 9.05 (Industrial Districts) of Title 9 (Planning And Zoning) to add Section 9.05.060 (Logistics Use Facilities Mitigation Measures).” (AGO Negotiated Mitigation Measures Ordinance) Incidentally, the mitigation measures negotiated with the AGO exceed the minimum comparative requirements of AB 98 and SB 415, and the proposed ordinance containing the negotiated mitigation measures has been scheduled for the City Council’s consideration at a noticed public hearing at its regular meeting on August 18, 2026.

2.3 Circulation Element Amendment and Truck Routes Map Update Ordinance

AB 98 and SB 415 call for cities to clearly identify truck routes that can safely handle goods movement while minimizing impacts on neighborhoods, schools, and other sensitive receptor areas, in relation to logistics warehouse facilities. The City proposes to comply with AB 98 and SB 415 by revising the Circulation Element and amending Chapter 36 of the Title 12 of the City’s Municipal Code regarding truck routes (“Truck Routes Ordinance”), as described in Section 3, below (collectively, the “Project”). The City’s Circulation Element Update satisfies the statutory requirements for the General Plan Circulation Element and provides a circulation diagram identifying major thoroughfares; transportation routes for vehicles, transit, bicycles, and pedestrians; and also a military airport. The Circulation Element Update also includes policies for “complete streets,” which provide a balanced, multimodal transportation network serving all users and abilities and supports other chapters of the General Plan by providing and enhancing multimodal transportation options and supporting adjacent land uses.

This Addendum analyzes potential impacts of the Project as described herein, as compared to impacts identified and evaluated in the 2024 RFEIR. As identified above, pursuant to provisions of CEQA and the CEQA Guidelines, the City is the “Lead Agency” charged with the responsibility of deciding whether to approve the Project. As part of its decision-making process, the City is required to review and consider whether the Project would create new significant impacts or more severe significant impacts than those previously disclosed, analyzed and mitigated for in the in the 2024 RFEIR. Additional CEQA review beyond this Addendum would only be triggered if the Project would result in new significant impacts or more severe significant impacts than those disclosed, analyzed and mitigated for in the 2024 RFEIR. CEQA Guidelines Section 15164(a) states that an Addendum is the appropriate CEQA document for the Project, if the City finds that major revisions to the 2024 RFEIR are not necessary and that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent or supplemental EIR (SEIR) are triggered.

As detailed herein, the Project would not result in any new significant impacts and/or more severe impacts that were not disclosed, analyzed and mitigated for in the 2024 RFEIR. As demonstrated in this Addendum, the potential impacts associated with the Project would either be the same or less than those described in the 2024 RFEIR. In addition, there are no substantial changes to the circumstances under which the Project would be undertaken that would result in new or more severe environmental impacts than those previously addressed in the 2024 RFEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with CEQA

Guidelines Section 15164, this Addendum to the previously certified 2024 RFEIR is the appropriate environmental documentation for the Project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the 2024 RFEIR and the previously adopted Mitigation Monitoring and Reporting Program (MMRP), as augmented by this Addendum.

3 DESCRIPTION OF THE PROPOSED PROJECT

The Project consists of: (1) a proposed amendment, as mandated by AB 98 and SB 415, to the Circulation Element of the 2024 GPU, approved as part of the 2024 MoVal 2040 Project, to include revisions to the revisions to the discussion, policies, actions and exhibits and corrections of grammatical errors contained in or associated with the Circulation Element's and exhibits, and corrections of grammatical errors contained in or associated with the Circulation Element's Goods Movement section; (2) a proposed Truck Routes Ordinance containing revisions to the truck routes provisions contained in the Moreno Valley Municipal Code ; and (3) a proposed Truck Routes Map, all consistent with the City's amended Circulation Element and in compliance with the pertinent provisions of AB 98 and SB 415 and consistent with the AGO Negotiated Mitigation Measures Ordinance.

3.1 Project Setting and Location

3.1.1 Regional Location

The City is located in the western part of Riverside County. Interstate 215 (I-215) lies west of the City and State Route 60 (SR 60) runs through the northern portion of the City; see **Figure 1: Regional Location Map**. These highways are accessed by multiple on/off ramps throughout the City and intersect in the western portion of the City (west of the Moreno Valley Mall) just outside of the City limits. The northern border of the City backs up to the Reche Canyon/Box Springs Mountain Reserve, which is just south of the Riverside/San Bernardino County line. To the east of the City lies the City of Beaumont, to the south is the City of Perris, and to the west is the City of Riverside.

3.1.2 Moreno Valley Truck Routes

The City's ready access to the regional transportation network, which is supported by rail, air, and freeway connections, makes it a desirable location for goods movement. Goods movement in the City occurs primarily on major highways that bisect and border the City, including SR 60 and I-215. Truck traffic on City streets is restricted to specific routes that are designated for through traffic of trucks over three tons; the truck network system is identified in the City's Municipal Code. These truck routes help facilitate the movement of goods throughout the City, while providing a connection between major highway facilities (i.e., SR 60 and I-215) to local roadways, such as Alessandro Boulevard, Heacock Street and Perris Boulevard. Truck traffic is restricted to these designated roadways, unless otherwise authorized by the California Vehicle Code, in order to minimize degradation of City streets and promote safety on residential streets. In addition, the City supports improvements to regional goods-movement facilities, such as aviation cargo operations at March Air Reserve Base/March Inland Port.

Existing Truck Routes

The City's existing truck routes are shown on **Figure 2: Existing Truck Routes and Sensitive Receptors within 1,000 Feet**. This figure shows areas of potential conflict where sensitive receptors, as defined in AB 98 and SB 415 (e.g., schools, parks, care facilities, and residential areas), are located within 1,000 feet of an existing truck routes. As shown in **Figure 2**, SR 60 and I-215 are part of the federally designated National Network Route. The key segments of the City's existing truck routes are Perris Boulevard, Alessandro Boulevard, Frederick Street, and Heacock Street, which carry some of the highest truck volumes in the City, with daily truck traffic exceeding approximately 1,300 to 1,600 trucks. Perris

Boulevard and Heacock Street, particularly north of Alessandro Boulevard, function as key north–south connectors. These segments pass through established residential neighborhoods and areas with a concentration of schools and community facilities, which are considered sensitive receptors. Alessandro Boulevard, which serves as a major east–west corridor, is largely commercial in character; however, segments, particularly east of Heacock Street, interface with residential uses and schools. Frederick Street and portions of Redlands Boulevard exhibit a similar pattern, where commercial uses are interspersed with residential neighborhoods, increasing the potential for conflicts with sensitive receptors.

3.2 Project Description

As discussed in Section 2, Background, of this Addendum, AB 98 and SB 415 require cities to clearly identify truck routes that can safely handle goods movement while minimizing impacts on neighborhoods, schools, and other sensitive areas. The Project updates the existing truck routes network in the City to better align with the goals of AB 98 and SB 415.

3.2.1 Proposed Truck Routes

The Project proposes to revise the City’s truck routes network as shown on **Figure 3: Proposed Truck Routes and Sensitive Receptors within 1,000 Feet**. The existing truck routes that will be eliminated as officially designated truck routes from the proposed truck routes network are shown in **Figure 4, Proposed Existing Truck Routes to Be Eliminated and Sensitive Receptors Within 1,000 Feet**. As shown in **Figures 3 and 4**, with the elimination of a multitude of existing truck routes, the realignment of others, and the addition of segments of Eucalyptus Avenue east of Redlands Boulevard and Redlands Boulevard between Eucalyptus Avenue and SR 60, the proposed truck routes network would reduce truck travel activity on local streets and nearby sensitive receptors and shift freight movement to the regional corridors such as SR 60 and I-215 while prioritizing access to industrial areas that permit logistics warehouse facilities. The proposed truck routes network, as shown in **Figure 3**, are mainly limited to the portions of Alessandro Boulevard, Cactus Avenue, Perris Boulevard, and several future interior streets in the World Logistics Center Project, which were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses.

The World Logistics Center Specific Plan (WLC Specific Plan) includes a circulation network intended to move large vehicles efficiently between the regional highway network and businesses within the Specific Plan Area while directing heavy truck traffic away from nearby residential neighborhoods and other sensitive receptors. Heavy truck traffic associated with the WLC Specific Plan is directed to State Route (SR) 60, Gilman Springs Road, the segment of Redlands Boulevard between SR 60 and Eucalyptus Avenue, and Eucalyptus Avenue between Redlands Boulevard and World Logistics Center Parkway. These roadways, together with the WLC Specific Plan Area’s internal roadway network that has yet to be fully constructed, are designated as truck routes within the Specific Plan and will be designated as such on the City’s Truck Routes Map. Development and occupancy of the WLC Specific Plan area are anticipated to occur over the next 10 years.

Due to existing development patterns and limited alternative corridors, complete avoidance of sensitive receptors is not feasible in all locations. As such, the City will implement a combination of mitigation and operational strategies, including signage, buffering, and traffic management measures. The Circulation Element Amendment also indicates that the City will require new logistics developments to prepare truck routing plans consistent with the designated truck routes network, which will be subject to periodic review

for any necessary updates to respond to land use changes, community concerns, and evolving goods movement patterns.

Truck routes in adjacent jurisdictions may not align with the Project's proposed truck routes network; however, in such cases (as discussed below), trucks are permitted to utilize non-designated local streets within the City to access the nearest designated truck routes. In addition, trucks serving local commercial and industrial uses will continue to utilize the most direct routes where necessary, as alternative designated routes may not provide feasible access to final destinations.²

3.2.2 Proposed Policies and Actions

The Project would also revise the policies and actions that support Goal C-6 of the Circulation Element, which directs the City to provide for safe, efficient goods movement by road, air, and rail. The following new actions are proposed to support Goal C-6:

- Maintain and regularly update a publicly accessible Truck Routes Map, including GIS data, to clearly identify designated routes and support enforcement and coordination with regional agencies.
- Require new logistics warehouse developments to be located and designed to minimize reliance on local streets and avoid creating new truck traffic conflicts with sensitive receptors.
- Coordinate with Caltrans, neighboring jurisdictions, and regional agencies to align truck routes and minimize the need for trucks servicing logistics warehouse developments to use non-designated local streets.

Additionally, the Project would revise existing actions outlined in the Circulation Element to maintain internal consistency amongst the other proposed revisions to the Circulation Element, which further define actions when sensitive receptors cannot be avoided. Together, these revisions incorporate the development and siting standards required by AB 98 and SB 415 and are consistent with the air quality-related mitigation measures negotiated with the AGO, as set forth in the AGO Negotiated Mitigation Ordinance. As such, these actions are included to support Goal C-6:

- Avoid routing truck traffic through or adjacent to sensitive land uses to the extent feasible; where avoidance is not feasible due to existing conditions, implement mitigation measures such as buffering, signage, and operational controls.
- Continue to require all new or expanded logistics warehouse developments to comply with the air quality-related mitigation measures negotiated with the AGO, as set forth in the AGO Negotiated Mitigation Measures Ordinance.

² California Vehicle Code § 35703 mandates that no city may adopt a truck routes ordinance that prohibits "any commercial vehicles coming from an unrestricted street having ingress and egress by direct route to and from a restricted street when necessary for the purpose of making pickups or deliveries of goods, wares, and merchandise from or to any building or structure located on the restricted street or for the purpose of delivering materials to be used in the actual and bona fide repair, alteration, remodeling, or construction of any building or structure upon the restricted street for which a building permit has previously been obtained." Moreover, 49 USCS § 31114(a) requires that "[a] State may not enact or enforce a law denying to a commercial motor vehicle subject to this subchapter [49 USCS §§ 31111 et seq.] or subchapter I of this chapter [49 USCS §§ 31101 et seq.] reasonable access between—the Dwight D. Eisenhower System of Interstate and Defense Highways (except a segment exempted under section 31111(f) or 31113(e) of this title [49 USCS § 31111(f) or 31113(e)]) and other qualifying Federal-aid Primary System highways designated by the Secretary of Transportation; and terminals, facilities for food, fuel, repairs, and rest, and points of loading and unloading for household goods carriers, motor carriers of passengers, any towaway trailer transporter combination (as defined in section 31111(a) [49 USCS § 31111(a)]), or any truck tractor-semitrailer combination in which the semitrailer has a length of not more than 28.5 feet and that generally operates as part of a vehicle combination described in section 31111(c) of this title [49 USCS § 31111(c)]."

3.3 Project Approvals

The City is the Lead Agency as set forth in CEQA Statute Section 21067 and is responsible for reviewing and approving the Addendum to the 2024 RFEIR. In order to implement the Project, the City would need to take the following discretionary actions:

- Adopt a Resolution Approving the Addendum to the 2024 RFEIR;
- Adopt a Resolution Approving the Circulation Element Update; and
- Introduce and subsequently Pass/Adopt a Truck Routes Ordinance and a Truck Routes Map containing revisions to the provisions contained in the Moreno Valley Municipal Code, consistent with the City's amended Circulation Element and in compliance with the pertinent provisions of AB 98 and SB 415 and the Mitigation Measures Ordinance negotiated with the California Attorney General's Office.

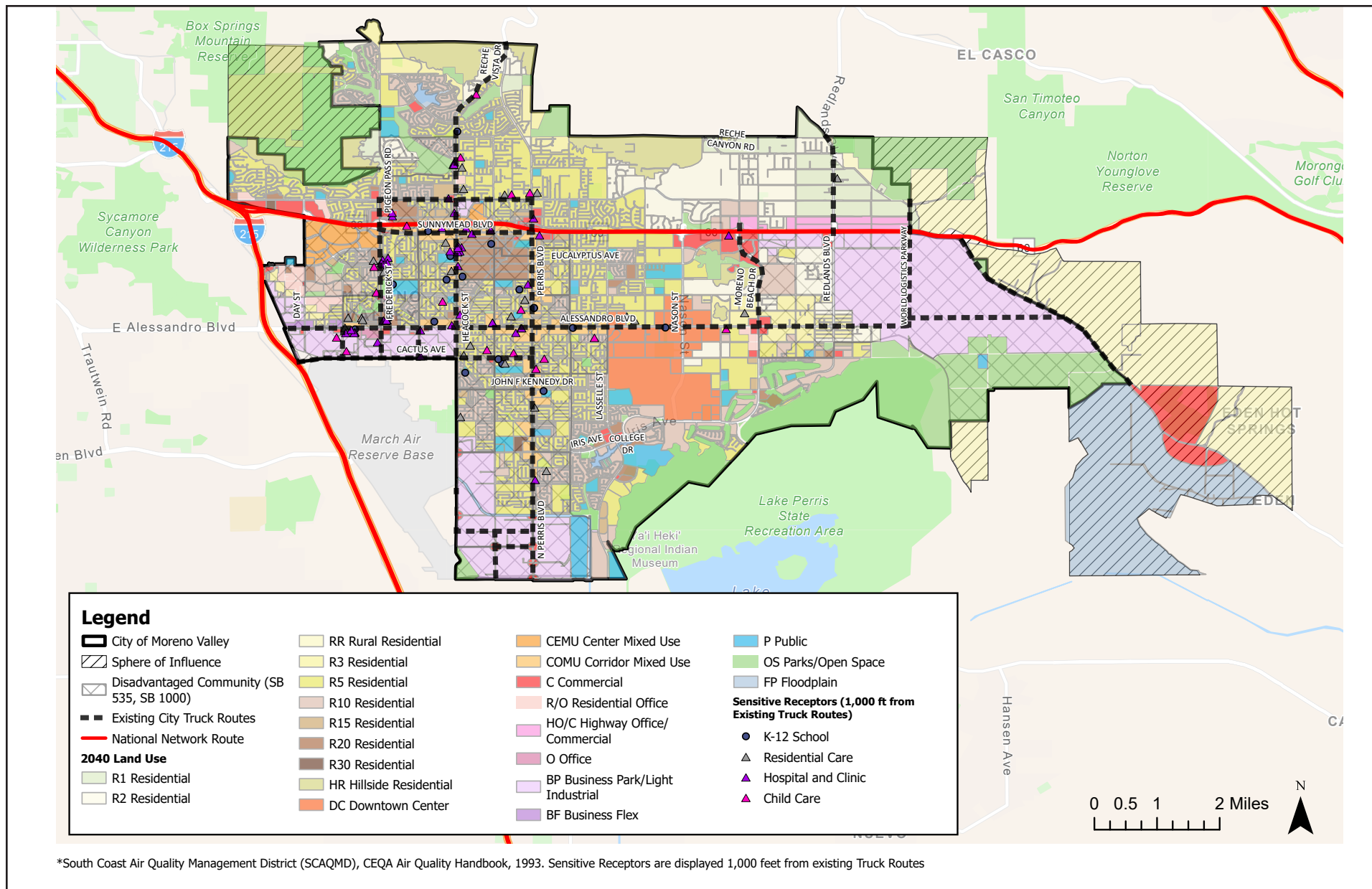


FIGURE 2: Existing Truck Routes and Sensitive Receptors Within 1,000 Feet

SUPPORTING MOVAL 2040 CIRCULATION ELEMENT UPDATE, TRUCK ROUTE ORDINANCE, AND TRUCK ROUTES MAP PROJECT

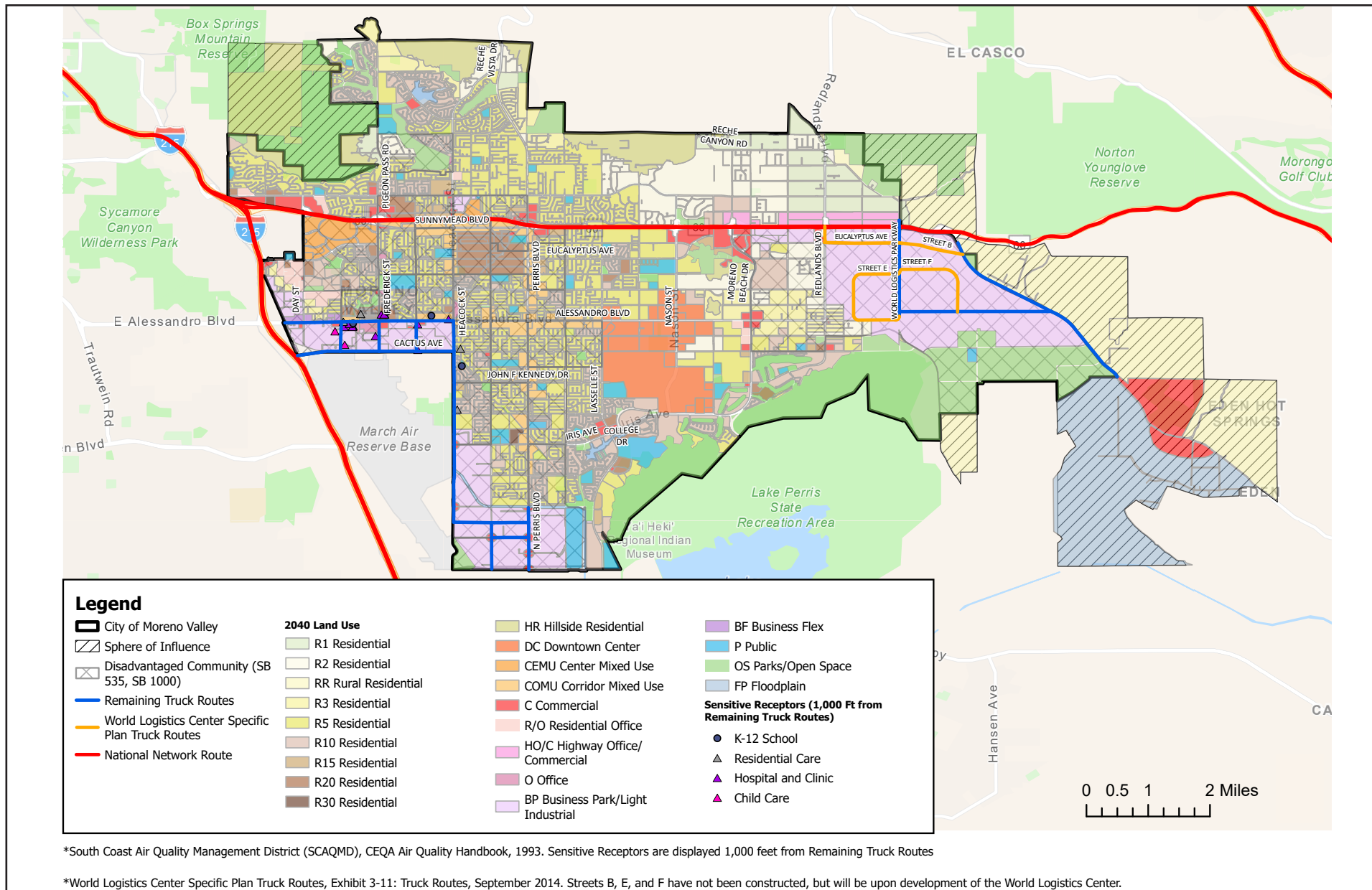


FIGURE 3: Proposed Truck Routes and Sensitive Receptors Within 1,000 Feet

SUPPORTING MOVAL 2040 CIRCULATION ELEMENT UPDATE, TRUCK ROUTE ORDINANCE, AND TRUCK ROUTES MAP PROJECT

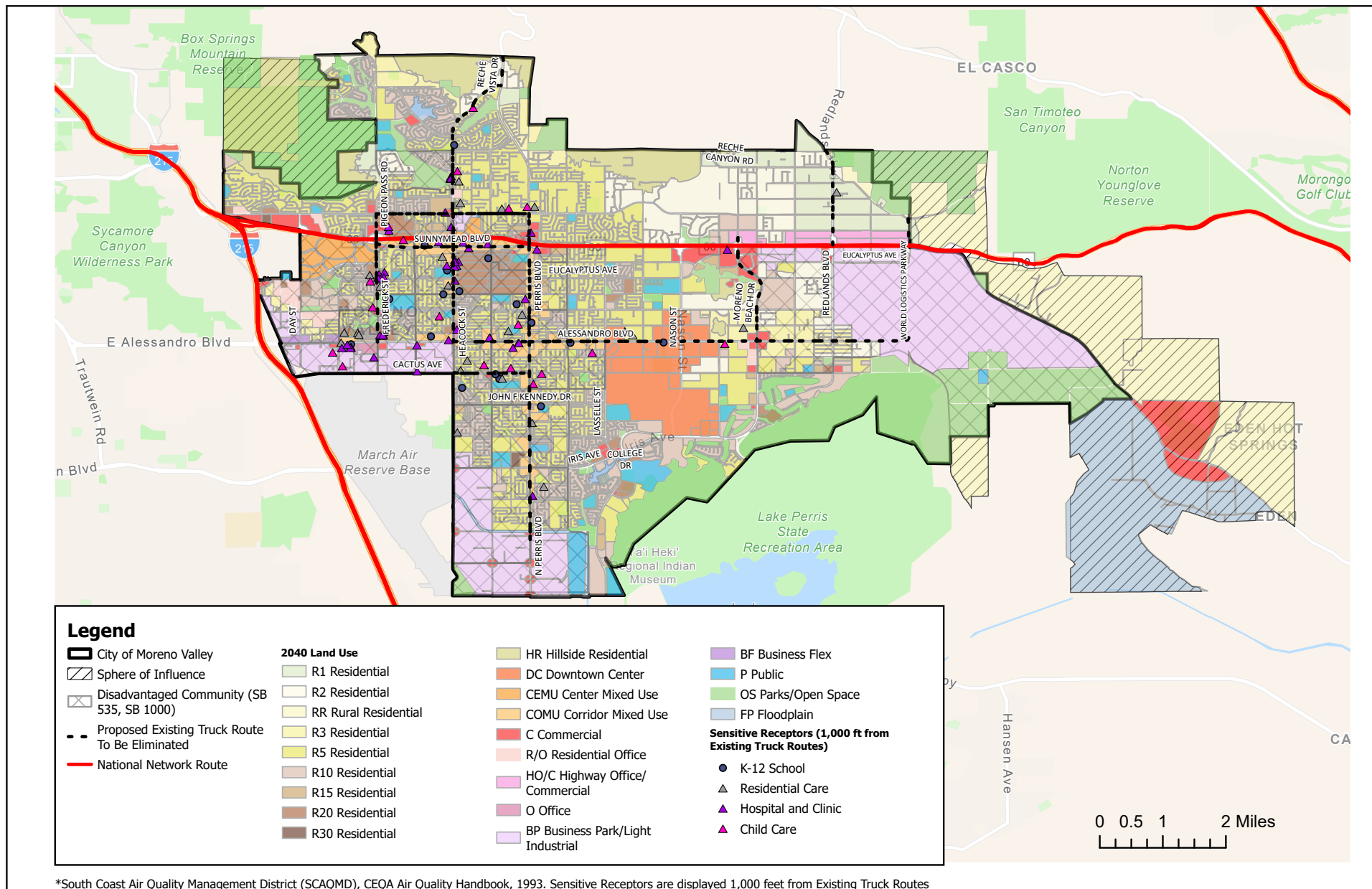


FIGURE 4: Proposed Existing Truck Routes to Be Eliminated and Sensitive Receptors Within 1,000 Feet

SUPPORTING MOVAL 2040 CIRCULATION ELEMENT UPDATE, TRUCK ROUTE ORDINANCE, AND TRUCK ROUTES MAP PROJECT

4 2024 REVISED FINAL ENVIRONMENTAL IMPACT REPORT SUMMARY

The environmental impact findings of the 2024 RFEIR are summarized below. These findings are also included in the summary table provided at the beginning of each environmental topic area included in Section 5, Environmental Impact Analysis, of this Addendum.

No Impact: The 2024 RFEIR determined that no impact would occur with respect to the following environmental topic areas below.

- Aesthetics (Impact 5.1-a)
- Agricultural and Forestry Resources (Impacts 5.2-c and 5.2-d)
- Mineral Resources (Impact 5.12-b)

Less Than Significant Impact: The 2024 RFEIR identified less than significant impacts in the following environmental topic areas below.

- Aesthetics (Impacts 5.1-a, 5.1-c, and 5.1-d)
- Agricultural and Forestry Resources (Impact 5.2-b)
- Air Quality (Impact 5.3-d)
- Biological Resources (Impacts 5.4-d through 5.4-f)
- Energy (Impacts 5.6-a and 5.6-b)
- Geology and Soils (Impacts 5.7-a through 5.7-d)
- Greenhouse Gas Emissions (Impacts 5.8-a and 5.8-b)
- Hazards and Hazardous Materials (Impacts 5.9-a through 5.9-g)
- Hydrology and Water Quality (Impact 5.10-a through 5.10-e)
- Land Use and Planning (Impacts 5.11-a and 5.11-b)
- Mineral Resources (Impact 5.12-a)
- Noise (Impacts 5.13-a [railroad and stationary noise], 5.13-b [railroad and stationary noise], 5.13-c)
- Population and Housing (Impacts 5.14-a and 5.14-b)
- Public Services and Recreation (Impacts 5.15-a through 5.15-c)
- Transportation (Impacts 5.16-a, 5.16-c, and 5.16-d)
- Utilities and Service Systems (Impacts 5.17-a through 5.17-e)
- Wildfire (Impacts 5.18-a through 5.18-d)

Less Than Significant Impact with Incorporation of Mitigation: The 2024 RFEIR identified impacts that could be mitigated to less than significant levels with incorporation of mitigation measures in the following environmental topic areas below.

- Air Quality (Impact 5.3-c [operation])
- Geology and Soils (Impact 5.7-e)
- Noise (Impact 5.13-b [construction])

Significant and Unavoidable Impact: The 2024 RFEIR identified significant and unavoidable impacts with implementation of the Project in following environmental topic areas below.

- Agricultural and Forestry Resources (Impacts 5.2-a and 5.2-e)
- Air Quality (Impacts 5.3-a, 5.3-b, and 5.3-c [construction])
- Biological Resources (Impacts 5.4-a through 5.4-c)
- Cultural Resources (Impacts 5.5-a through 5.5-d)
- Noise (Impact 5.13-a [traffic and construction noise])
- Transportation (Impact 5.16-b)

5 ENVIRONMENTAL IMPACT ANALYSIS

The scope of the City's review of the Project is set forth in CEQA and the CEQA Guidelines. This review is limited to evaluating the environmental effects associated with the Project when compared to the 2024 MoVal 2040 Project as described in the 2024 RFEIR. This Addendum also reviews new information, based on the subsequent review of vested development entitlements, which warrants the need to eliminate and/or realign some existing truck routes, add segments of Eucalyptus Avenue east of Redlands Boulevard and Redlands Boulevard between Eucalyptus Avenue and SR-60, and acknowledge that several future interior streets in the World Logistics Center Project were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses. This new information is of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the 2024 RFEIR was certified. This evaluation includes a determination as to whether the changes proposed for the 2024 MoVal 2040 Project would result in any new significant impacts or more severe significant impact.

Although CEQA Guidelines Section 15164 does not stipulate the format or content of an Addendum, the topical areas evaluated in the 2024 RFEIR were used as guidance for this Addendum. In addition, CEQA Guidelines Section 15164(e) states that "A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the Project, or elsewhere in the record. The explanation must be supported by substantial evidence." This comparative analysis provides the City with the factual basis for determining whether any changes to the 2024 MoVal 2040 Project, any changes in circumstances, or any new information since the 2024 RFEIR was certified would require additional environmental review or preparation of a Supplemental or Subsequent EIR.

Pursuant to CEQA Guidelines Section 15162, the City has determined, on the basis of substantial evidence in the light of the whole record, that implementation of the Project does not propose substantial changes from what was studied and reviewed for the 2024 RFEIR, no substantial changes in circumstances would occur which would require major revisions to the 2024 RFEIR, and no new information of substantial importance has been revealed since the certification of 2024 RFEIR that would result in either new significant effects or an increase in the severity of previously analyzed significant effects.

Again, a Mitigation Monitoring and Reporting Program (MMRP) was adopted as a part of the 2024 RFEIR that minimized impacts associated with the implementation of the 2024 MoVal 2040 Project. The relevant and previously adopted 2024 RFEIR MMRP will be imposed as conditions of the Project. The MMRP is contained in **Appendix A**.

5.1 Aesthetics

The table below summarizes the conclusions of this section.

<i>Environmental Issue Area</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	Less than significant	No	No	No	None
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?	No Impact	No	No	No	None
c) If in a non-urbanized area, 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?	Less than significant	No	No	No	None
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant	No	No	No	None

5.1.1 Summary of Previous Environmental Analysis

In summary, the 2024 RFEIR concluded that impacts regarding scenic vistas, visual character, and glare impacts would be less than significant and no mitigation is required. There would be no impact regarding scenic resources within a State scenic highway because there are no State-designated or eligible scenic highways within the Planning Area for the 2024 RFEIR. Compliance with local plans; the City's Municipal Code, requiring standard design measures as well as lighting and landscaping requirements; Title 24 of the California Building Standards Code, which serves as the basis for the design and construction of buildings in California; and the 2024 GPU policies would be required for future development under the 2024 MoVal 2040 Project. Therefore, with consistency with all relevant regulations, impacts related to aesthetics would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.1.2 Analysis of Proposed Project

Threshold (a) Would the project have a substantial adverse effect on a scenic vista?

Threshold (b) Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Threshold (c) Would the project, if in a non-urbanized area, 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?

Threshold (d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No New or More Severe Significant Impact

According to the 2024 RFEIR, impacts regarding scenic vistas, visual character, and glare impacts would be less than significant and no mitigation is required. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications that would impact scenic vistas, visual character, or glare. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any of the 2024 GPU policies or programs specific to aesthetics or scenic vistas.

No aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts to aesthetics, such impacts would be less than significant.

Applicable Mitigation Measures from 2024 RFEIR:

No mitigation measures are required.

5.1.3 Conclusion

The Project would not result in any new or substantially more significant impacts to aesthetics than those disclosed in the 2024 RFEIR. No new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant aesthetics impacts than were previously analyzed. No further environmental evaluation is required.

5.2 Agricultural and Forestry Resources

The table below summarizes the conclusions of this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
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 Department 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. Will the Project:					
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Significant and unavoidable	No	No	No	None
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	Less than significant	No	No	No	None
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))?	No impact	No	No	No	None
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No impact	No	No	No	None
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Significant and unavoidable	No	No	No	None

5.2.1 Summary of Previous Environmental Analysis

The 2024 RFEIR concluded that implementation of the 2024 MoVal 2040 Project would impact Prime Farmland and Farmland of Local Importance within the proposed Concept Areas. The 2024 RFEIR determined that the continued development of properties under the land use designations that would remain unchanged would also have the potential to convert additional land designated as Prime Farmland, Farmland of Statewide Importance or Unique Farmland to non-farming uses. Although the conversion of Farmland was anticipated and evaluated under the general plan prior to the 2024 MoVal 2040 Project, the 2006 General Plan EIR, some vacant Farmland Mapping and Monitoring Program designations remain that could be converted to non-agricultural uses, which would be considered significant.

The 2024 RFEIR determined that there would be no conflicts with agricultural zoning as the City does not have any exclusive agricultural zones and the 2024 MoVal 2040 Project does not include any rezoning. Additionally, the 2024 MoVal 2040 Project did not propose any land use changes within or adjacent to any land subject to a Williamson Act Contract. Therefore, impacts related to agricultural zoning and Williamson Act Contracts would be less than significant. Additionally, no impacts would occur in regard to forest zoning and forest land.

Lastly, the 2024 RFEIR concluded that the implementation of the 2024 MoVal 2040 Project would intensify uses within the Planning Area in a manner that would reduce the feasibility of agricultural production. Furthermore, the continued development of land under the land use designations that would remain unchanged could also indirectly affect the feasibility of agricultural production through continued urbanization. Therefore, the 2024 MoVal 2040 Project would potentially result in indirect conversion of potential farmland resources to non-agricultural uses, which would be considered a significant impact.

Mitigation Measures from the 2024 RFEIR

No feasible mitigation is identified in the 2024 RFEIR.

5.2.2 Analysis of Proposed Project

- Threshold (a)** Would the project 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?
- Threshold (b)** Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?
- Threshold (c)** Would the project 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))?
- Threshold (d)** Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Threshold (e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No New or More Severe Significant Impact:

According to the 2024 RFEIR, implementation of the 2024 MoVal 2040 Project would impact Prime Farmland and Farmland of Local Importance within the Planning Area. Implementation of the 2024 MoVal 2040 Project does not propose any land use changes within or adjacent to a Williamson Act Contract. Therefore, impacts related to agricultural zoning and Williamson Act Contracts would be less than significant. The City also does not possess any zoning classifications for forestland, timberland, or timberland production zones, nor does the Planning Area possess any forestland. Future development could accelerate the conversion of agricultural land. Implementation of the 2024 MoVal 2040 Project would intensify uses within the Planning Area in a manner that would further reduce the feasibility of agricultural production. Furthermore, the continued development of land under the land use designations that would remain unchanged could also indirectly affect the feasibility of agricultural production through urbanization due to the introduction of a higher intensity land use.

The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications that would impact Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications that would impact land within or adjacent to any land subject to a Williamson Act Contract; would not impact forest zoning or forest land; and would not affect the feasibility of agricultural production.

Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any 2024 GPU policies or programs specific to agriculture and forestry resources.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts to agriculture and forestry resources, such impacts would be less than significant.

Applicable Mitigation Measures from 2024 RFEIR

No mitigation measures are required.

5.2.3 Conclusion

The Project would not result in any new or substantially more significant impacts to agriculture and forestry resources than those disclosed in the 2024 RFEIR. No new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant agriculture and forestry resources impacts than were previously analyzed. No further environmental evaluation is required.

5.3 Air Quality

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Will the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Significant and unavoidable	No	No	No	MM AQ-1 through MM AQ-5d
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?	Significant and unavoidable	No	No	No	MM AQ-1 MM AQ-2 MM AQ-3
c) Expose sensitive receptors to substantial pollutant concentrations?	Significant and unavoidable (construction); Less than significant with mitigation incorporated (operation)	No	No	No	MM AQ-4 MM AQ-5a MM AQ-5b MM AQ-5c MM AQ-5d
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant	No	No	No	None

5.3.1 Summary of Previous Environmental Analysis

The 2024 RFEIR concluded that the buildout under the 2024 MoVal 2040 Project would not be consistent with the Air Quality Management Plan (AQMP) because it would increase vehicle miles traveled (VMT) per service population when compared to existing conditions, resulting in significant and unavoidable transportation impacts related to VMT. However, at a programmatic level of analysis, there are no feasible mitigation measures that would reduce air quality impacts associated with development facilitated by the 2024 MoVal 2040 Project. As such, implementation of the 2024 MoVal 2040 Project would not be consistent with the AQMP, and impacts would be significant and unavoidable.

The 2024 RFEIR also determined that construction and operations associated with future development that would be accommodated under the 2024 MoVal 2040 Project could generate both short-term (construction) and long-term (operations) emissions in excess of the South Coast Air Quality Management

District's (SCAQMD) threshold criteria. For short-term emissions, implementing MM AQ-1 through MM AQ-5 and complying with the 2024 GPU goals and policies would reduce construction-related air pollutant emissions. However, individual projects could implement these mitigation measures and still exceed the SCAQMD regional significance thresholds. Therefore, the 2024 RFEIR construction-related regional air quality impacts of developments that would be accommodated by the implementation of the 2024 MoVal 2040 Project would remain significant and unavoidable. For long-term operations, **MM AQ-5**, in addition to the 2024 GPU goals and policies, would reduce air pollutant emissions. The conditions and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the City. However, impacts would remain significant and unavoidable due to the magnitude of the overall land use development associated with the implementation of the 2024 MoVal 2040 Project.

Similarly, localized construction and operational emissions associated with future development could exceed the SCAQMD's localized significance thresholds (LST) and health risk thresholds. Cumulative development within the City would exceed the regional significance thresholds; therefore, implementation of the 2024 MoVal 2040 Project could contribute to an increase in health effects in the South Coast Air Basin (Basin) until the attainment standards are met in the Basin. As such, the 2024 RFEIR concluded that the regional air quality would remain significant and unavoidable even with mitigation implemented. **MM AQ-5** would also result in a reduction of localized construction- and operation-related criteria air pollutant emissions to the extent logistically and technologically feasible. However, because existing sensitive receptors may be near construction activities and large emitters of on-site operation-related criteria air pollutant emissions generated by individual development projects accommodated by the 2024 MoVal 2040 Project, construction and operation emissions generated by such projects have the potential to exceed SCAQMD's LSTs. Overall, impacts would remain significant and unavoidable. Regarding health risk, implementation of **MM AQ-5** also has the potential to reduce construction and operational health risk; however, construction and operation health risk generated by projects under the 2024 MoVal 2040 Project would still have the potential to exceed SCAQMD's health risk. Overall, impacts would remain significant and unavoidable for construction risk and less than significant with mitigation for operational health risk.

Regarding odor, the 2024 RFEIR found that impacts related to construction and operational odor impacts would be less than significant with compliance with 2024 GPU policies and SCAQMD Rules 402 and 1113.

Mitigation Measures from the 2024 RFEIR

At a programmatic level of analysis, there are no feasible mitigation measures that would reduce air quality impacts associated with development facilitated by the 2024 GPU. Future construction and operational emissions would conflict with implementation of the AQMP. Impacts remain significant and unavoidable.

MM AQ-1 Proposed development projects that are not exempt from CEQA shall have construction and operational air quality impacts analyzed using the latest available air emissions model, or other analytical method determined in conjunction with the SCAQMD. The results of the air quality impact analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis shall

incorporate SCAQMD's Localized Significance Threshold (LST) analysis or other appropriate analyses as determined in conjunction with the SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts to the greatest extent feasible.

MM AQ-2

Applicants for future discretionary development projects which will generate construction-related fugitive dust emissions that exceed applicable thresholds shall include, but are not limited to, the mitigation measures recommended by SCAQMD's CEQA Air Quality Handbook, to the extent technically and logistically feasible and applicable. The measures shall be included as notes on the grading and/or demolition plans:

- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excess amounts of dust.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of watering (preferably reclaimed water, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. This measure can achieve PM10 reductions of 61 percent through application of water every three hours to disturbed areas.
- Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities: To reduce energy demand associated with potable water conveyance, future projects shall implement the following, as applicable:
 - All trucks shall be required to cover their loads as required by California Vehicle Section 23114. Covering loads and maintaining a freeboard height of 12 inches can reduce PM10 emissions by 91 percent.
 - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering at not less than three hour intervals, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. Application of water every three hours to disturbed areas can reduce PM10 emissions by 61 percent.
- Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered

until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust. Replacement of ground cover in disturbed areas can reduce PM₁₀ emissions by 5 percent.

- Signs shall be posted on-site limiting traffic to 15 miles per hour or less. This measure can reduce associated PM₁₀ emissions by 57 percent.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties; instantaneous wind speeds exceeding 25 miles per hour), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with SCAQMD when winds are excessive (above 25 miles per hour).
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors, shall be required to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

MM AQ-3 Applicants for future discretionary development projects that would generate construction-related emissions that exceed applicable thresholds, shall include, but are not limited to, the mitigation measures recommended by the SCAQMD (in its CEQA Air Quality Handbook or otherwise), to the extent technically and logistically feasible and applicable to the project. The types of measures shall include but are not limited to:

- Construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet CARB's 2020 engine emissions standards of 0.01 grams per brake horsepower hour of particulate matter (PM) and 0.20 grams per brake horsepower-hour of NO_x emissions. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards and shall provide these records prior to grading permit issuance to the City.
- Construction vehicle idling shall be limited to five minutes as set forth in California Code of Regulations Title 13, Article 4.8, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits. This requirement shall be included on the plans.
- Construction contractors shall utilize construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that they are available and feasible to use. This requirement shall be included on the plans.

- Heavy duty diesel-fueled equipment shall use low NOx diesel fuel to the extent that it is available and feasible to use. This requirement shall be included on the plans.
- Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel-powered generators, as technically and logistically feasible, or solar where available. This requirement shall be included on the plans.
- Construction contractors shall maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be shared with the City prior to grading permit issuance.
- Construction contractors shall reroute construction trucks away from congested streets or sensitive receptor areas, as technically and logistically feasible. This requirement shall be included on the plans.

MM AQ-4 Prior to issuance of a grading permit, a Localized Significance Threshold analysis shall be prepared for construction and operations. If the LST analysis determines that the established Localized Significance Thresholds for NOx, PM2.5, or PM10 would be exceeded, then modifications to construction equipment profiles, modifications to construction schedules, or additional pollution reduction measures shall be implemented to ensure that none of the Thresholds will be exceeded.

MM AQ-5a A project-specific Health Risk Assessment (HRA) shall be conducted for future development projects that would generate toxic air contaminants (TACs) within 1,000 feet of sensitive receptors, pursuant to the recommendations set forth in the California Air Resources Board (CARB) Air Quality and Land Use Handbook. Consistent with Assembly Bill (AB) 98 and Senate Bill (SB) 415, logistics use facility projects within 900 feet of sensitive receptors shall conduct an operational HRA. The HRA shall evaluate a project when unmitigated emissions are expected to meet or exceed per the following South Coast Air Quality Management District (SCAQMD) thresholds:

- Carcinogens: Maximally Exposed Individual risk equals or exceeds 10 in one million. For cumulative cancer risk, the maximum exposed individual risk equals or exceeds significance thresholds established by SCAQMD.
- Non-Carcinogens: Emit toxic contaminants that equal or exceed 1 for the Maximally Exposed Individual.

If projects are found to exceed the SCAQMD's thresholds, mitigation, including but not limited to requiring heavy-duty trucks, forklifts and/or yard trucks to be zero-emission, forbidding trucks from idling for more than three minutes, installing photo-voltaic systems, running conduit for future electric truck charging, requiring all stand-by generators to be non-diesel, designing to LEED green building certifications, and improving vegetation and tree canopy for shade, shall be incorporated to reduce impacts

to below SCAQMD thresholds. The HRA shall be submitted to the City Planning Department to demonstrate that none of the Thresholds will be exceeded prior to issuance of building permits for any future discretionary residential or residential mixed-use project.

MM AQ-5b The City of Moreno Valley shall create an abatement fund to subsidize air filtration and/or Heating, Ventilation, Air Condition (HVAC) systems for residents within 1,000 feet of the property line of any logistics use facility projects or within 1,000 feet of a dedicated truck routes, thereby abating air quality impacts for the most impacted sensitive receptors. The City of Moreno Valley may choose to administer the abatement fund or designate its administration to a third party which will require an additional 10 percent administrative fee. Prior to the issuance of the first certificate of occupancy, all logistics use facility project applicants shall pay a one-time fee of \$1,500 for each daily truck trip the logistics use facility project is estimated to induce.

MM AQ-5c All logistics use facility projects shall provide documentation to the City of Moreno Valley demonstrating that the following design and construction requirements shall be implemented, as applicable to the project:

- All logistics use facility projects shall be located at least 1,000 feet from sensitive receptors.
- All logistics use facility projects shall include a solid wall and/or a landscaped berm of at least 15 feet in height, separating the project and nearby sensitive receptors.
- All logisticfacility projects shall ensure that the project parking lots have at least 35 percent of the tree shade cover within 15 years of commencement of operations.
- All logistics use facility projects shall make at least 25 percent of passenger car vehicle parking electric vehicle (EV)-ready, with at least 15 percent of passenger parking spots equipped with Level 2 chargers.
- All logistics use facility projects shall be equipped with EV ready conduits at each truck door or parking spot to support an EV charger and at least 50 percent of these shall be installed with fast chargers.
- All logistics use facility projects that include refrigerated storage shall provide fully functional transportation refrigeration unit (TRU) plug-ins or similar electrical hookups at all truck loading bays or dock doors.
- All logistics use facility projects totaling over 400,000 square feet in total footprint shall maintain a lounge for truck operators with amenities including restrooms, vending machines, and air conditioning.
- All construction equipment, including smaller equipment (such as hand tools and power washers), shall be zero emission if feasible and commercially available within the State of California. If it is not feasible to utilize zero-

emission construction equipment, or such equipment is not commercially available within the State of California, all such construction equipment shall meet the California Air Resources Board (CARB) Tier 4 certification and low-polluting fuels (e.g., low NOx diesel).

- All logistics use facility projects shall be prohibited from using diesel generators during construction except for emergencies.
- The idling of all construction equipment and construction related vehicles shall be limited to three (3) minutes. • Grading and earthmoving activities shall be prohibited on days with an Air Quality Index (AQI) greater than 100.

MM AQ-5d All logistics use facility projects shall provide documentation to the City of Moreno Valley demonstrating that the following operational measures shall be implemented, as applicable to the project:

- All logistics use facility projects shall utilize trucks with a minimum 2014 model year by 2027.
- All logistics use facility projects shall use 100 percent zero emission vehicles (ZEV) for forklifts, yard trucks, and other on site equipment.
- All logistics use facility projects shall have signage noting a three (3)-minute idling limit and shall provide the South Coast Air Quality Management District (SCAQMD)-complaint call-in line to submit idling complaints.
- All logistics use facility projects shall be prohibited from using diesel generators during operation except for emergencies.
- All logistics use facility projects shall provide workers with secure bicycle storage facilities with outlets for electric bicycles and on-site meals or lunch shuttle programs.
- All logistics use facility projects shall also provide workers with transit route information and incentives to carpool, such as dedicated carpool parking spaces.
- All logistics use facility projects shall implement training programs for managers and employees on efficient scheduling and load management to minimize truck queuing and idling.

5.3.2 Analysis of Proposed Project

Threshold (a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

No New or More Severe Significant Impact

The 2024 RFEIR concluded that the implementation of the 2024 MoVal 2040 Project would not be consistent with the AQMP and impacts would be significant and unavoidable. The Project does not

propose site-specific development and would not result in any modifications to existing land use designations, which would conflict with or obstruct the implementation of an applicable air quality plan. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The truck routes modifications would not change the total number of truck trips overall but rather reroute these trips along different roadway segments. The Project would not modify any General Plan policies or programs specific to air quality. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215 and prioritizing access to industrial areas. As described in **Appendix B: Air Quality and Health Risk Assessment** of this Addendum, the modification of the truck routes would result in a VMT increase of approximately 2.8 percent and an increase of mobile source emissions of criteria pollutants of less than 1 percent due to the minor increase in VMT.³ Neither increase is considered substantial because the shifting of truck trips would decrease the incremental carcinogenic risk for the majority of sensitive receptors. A few receptors areas may have incremental higher risk; however, such risk would remain below South Coast Air Quality Management District (SCAQMD) 10 in one million incremental thresholds. The increase in emissions is negligible in magnitude and does not result in a new or more severe impact. Impacts related to operational air quality emissions would remain significant and unavoidable, consistent with the conclusions in the 2024 RFEIR.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on an applicable air quality plan, such impacts would continue to be significant and unavoidable.

Applicable Mitigation Measures from 2024 RFEIR

No mitigation measures are required.

Threshold (b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

³ While the California Office of Planning and Research (OPR), now referred to as the Office of Land Use and Climate Innovation, guidance does not characterize truck trips as "automobiles" subject to VMT analysis under CEQA. As such, the VMT analysis for truck contained in this addendum is provided for informational purposes. Refer to the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*, dated December 2018, for more information.

As discussed in the 2024 RFEIR, future development resulting from the implementation of the 2024 MoVal 2040 Project would result in air pollutant emissions generated during construction activities. Similarly, operations of future development projects under implementation of the 2024 MoVal 2040 Project would result in emissions of area sources (e.g., consumer products, architectural coating, and landscape equipment), energy sources (i.e., natural gas usage for space and water heating and cooking), and mobile sources (i.e., motor vehicles from vehicle trips generated by implementation of the proposed Project). Although no specific development projects are proposed as part of the Project, future development operational emissions would be associated with area sources, energy sources, and mobile sources.

As detailed in **Appendix B: Air Quality and Health Risk Assessment**, modification of the proposed truck routes would result in a minor increase in mobile source emissions due to the small VMT increase with the shifting of truck trips. **Table 1: Operational Mobile Criteria Pollutant Emissions (Year 2040)**¹ presents the criteria air pollutant emissions for the Without Project Scenario (2024 GPU) (current truck routes) and With Project Scenario (proposed truck routes modifications) in the year 2040.

Table 1: Operational Mobile Criteria Pollutant Emissions (Year 2040)¹

Source	Maximum Pounds Per Day ²					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
Without Project Scenario	2,748	2,936	27,936	78	6,069	1,552
With Project Scenario (EMFAC2025)	2,748	2,942	27,938	78	6,074	1,554
<i>Net Increase</i>	<1	6	2	<1	5	2
<i>Percent Change</i>	0.0%	0.2%	<0.1%	0.0%	0.1%	0.1%
With Project Scenario (EMFAC2021 with adjustment factors)	2,748	2,957	27,938	78	6,075	1,554
<i>Net Increase</i>	<1	21	2	<1	6	2
<i>Percent Change</i>	0.0%	0.7%	<0.1%	0.0%	0.1%	0.1%

VOC = Volatile Organic Compounds; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO_x = Sulfur Dioxide; PM10 = Particulate Matter 10 microns in diameter or less; PM2.5 = Particulate Matter 2.5 microns in diameter or less.

1. The mobile emissions include brake wear, tire wear, re-entrained road dust and vehicle exhaust.

2. Total emissions may be off due to rounding.

Refer to **Appendix B** for modeling results.

As shown in **Table 1**, the With Project Scenario would increase mobile emissions of some criteria pollutants by 0.1 to 0.7 percent using EMFAC2025 or EMFAC2021 with adjustment factors. These minor increases are not considered substantial since any increase in emissions would be negligible in magnitude and would not have a new or more severe impact. Therefore, impacts related to operational air quality emissions would remain significant and unavoidable, consistent with the conclusions in the 2024 RFEIR.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to

the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Sine Project implementation will not result in any new or substantially more significant impacts that could have a cumulatively considerable net increase of any criteria pollutant, such impacts would remain significant and unavoidable.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

Threshold (c) Would the project expose sensitive receptors to substantial pollutant concentrations?

No New or More Severe Significant Impact

The 2024 RFEIR concluded that the implementation of the 2024 MoVal 2040 Project would result in significant and unavoidable impacts for construction and less than significant with mitigation incorporated during operations. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes network and the policies and actions of the Circulation Element to align with AB 98 and SB 415. Moreover, since the Project would be located within the existing public right-of-way, there would be no construction on existing roads, other than the future development of several interior streets in the World Logistics Center Project, which were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses and analyzed in the context of World Logistics Center Revised Final Environmental Impact Report (State Clearinghouse No. 2012021045).

As described in **Appendix B**, the truck routes modifications proposed by the Project would change the number of truck trips along the studied roadway segments, which in turn will change the carcinogenic risk assessment, cancer burden, and chronic hazard assessment. The majority of the receptors surrounding said segments will see a reduction incremental carcinogenic risk. However, while a few receptors may be exposed to any incremental higher risk on the order of 0.04 to 2.88 in one million, the risk would remain below SCAQMD 10 in one million incremental thresholds, which is not considered substantial.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could expose sensitive receptors to substantial pollutant concentrations, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

Threshold (d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The 2024 RFEIR concluded that the implementation of the 2024 MoVal 2040 Project would result in less-than-significant impacts, including emissions of odors, affecting a substantial number of people. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways, which would result in other emissions, such as those leading to odors. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to odors. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215 and prioritizing access to industrial areas. In summary, the proposed revised truck routes network would shift truck trips farther away from the majority of sensitive receptors and closer to smaller sensitive receptor populations. Therefore, the net impact of potential odors from trucks would be reduced, and the Project would not result in emissions (such as those leading to odors) that would adversely affect a substantial number of people.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on other emissions that would lead to odors, such impacts would be less than significant.

Applicable Mitigation Measures from 2024 RFEIR

No mitigation measures are required.

5.3.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to air quality than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant air quality impacts than were previously analyzed; as such, no further environmental evaluation is required.

5.4 Biological Resources

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
Will the Project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Significant and unavoidable	No	No	No	MM BIO-1 MM BIO-2
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 Wildlife or U.S. Fish and Wildlife Service?	Significant and unavoidable	No	No	No	MM BIO-1
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?	Significant and unavoidable	No	No	No	MM BIO-1
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than significant	No	No	No	None
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant	No	No	No	None

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Less than significant	No	No	No	None
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5.4.1 Summary of Previous Environmental Analysis

The 2024 RFEIR concluded that the buildout of the 2024 MoVal 2040 Project would have the potential to directly or indirectly impact candidate, sensitive, or special status species, sensitive riparian habitats, and jurisdictional wetlands and waters. However, implementation of **MM BIO-1** and **MM BIO-2** would reduce impacts on sensitive and special status species and sensitive riparian habitats. Mitigation would be provided on a project-by-project basis. Therefore, impacts to candidate, sensitive, or special status species, sensitive riparian habitats, and jurisdictional wetlands and waters would remain significant and unavoidable. The 2024 RFEIR determined that buildout of the 2024 MoVal 2040 Project would have less than significant impacts on wildfire corridors, local policies and ordinances, and the adopted Habitat Conservation Plan.

Mitigation Measures from the 2024 RFEIR

MM BIO-1 would require a site-specific biology survey for sites with the potential for sensitive biological resources to be present. This survey would occur at the time future projects are proposed, based on site-specific conditions at the time of application. The measures provide a framework for future development consistent with the 2024 GPU to reduce potentially significant impacts to the extent feasible.

MM BIO-1 Applications for future development of vacant properties (and portions thereof), wherein the Director of Community Development or his or her designee has determined a potential for impacts to sensitive biological resources, shall be required to prepare a site-specific general biological resources survey to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. The report shall identify the need for focused presence/absence surveys and identify the presence of state or federal regulated wetlands or waters. If potentially significant impacts to sensitive biological resources, including sensitive species and/or wetlands are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.

MM BIO-2 Applications for future development, wherein the Director of Community Development or his or her designee has determined a potential for impacts to mature trees and/or native vegetation suitable for nesting birds, shall be required to restrict removal of sensitive habitat and vegetation to outside the breeding seasons of any sensitive species identified within adjacent properties (typical bird breeding season is February 1–September 1. as early as January 1 for some raptors). If vegetation clearing must begin during the breeding season, a qualified biologist shall provide recommendations to avoid

impacts to nesting birds which typically includes a pre-construction survey within 3 days of the start of construction to determine the presence of active nests.

If active nests are found, avoidance measures shall be implemented to ensure protection of the nesting birds. Avoidance measures may include a no-activity buffer zone, typically 300 feet from the area of disturbance or 500 feet for raptors, established at the discretion of the qualified biologist in consultation with the City. If activity buffer zones are not feasible, temporary noise barriers may be installed to attenuate construction noise. Noise wall height and adequacy shall be supported by a noise analysis to determine the anticipated construction noise levels with attenuation measures as recommended by the biologist and approved by the City. Periodic noise monitoring shall be conducted during construction to ensure noise attenuation standards are met. Accepted noise levels are species dependent and existing ambient noise levels can play a factor in establishing baseline acceptable noise.

5.4.2 Analysis of Proposed Project

Threshold (a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No New or More Severe Significant Impact: The 2024 RFEIR found that impacts on candidate, sensitive, or special-status species were significant and unavoidable. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. Since the Project will not modify any 2024 GPU policies or programs specific to biological resources, the Project would not impact any species identified as a candidate, sensitive, or special status species.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species, such impacts would be less than significant.

Applicable Mitigation Measures from the REFEIR

No mitigation measures are required.

Threshold (b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No New or More Severe Significant Impact: The 2024 RFEIR found that impacts to riparian habitat or other sensitive natural community would be significant and unavoidable. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes to revise the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to riparian habitats since the Project would be located within the existing public right-of-way and there would be no construction on existing roads, other than the future development of several interior streets in the World Logistics Center Project, which were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses and analyzed in the context of World Logistics Center Revised Final Environmental Impact Report (State Clearinghouse No. 2012021045).

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on any riparian habitat or other sensitive natural communities, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

Threshold (c) Would the project 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?

No New or More Severe Significant Impact: The 2024 RFEIR found there would be significant and unavoidable impacts to federally protected wetlands. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck

routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. Since the Project will not modify any General Plan policies or programs specific to federally protected wetlands, since the Project would be located within the existing public right-of-way and there would be no construction on existing roads, other than the future development of several interior streets in the World Logistics Center Project, which were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses and analyzed in the context of World Logistics Center Revised Final Environmental Impact Report (State Clearinghouse No. 2012021045).

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on wetlands, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

Threshold (d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No New or More Severe Significant Impact: The 2024 RFEIR found that buildout of the 2024 GPU would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor, and impacts would be less than significant.

The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to a migratory wildlife corridor, since the Project would be located within the existing public right-of-way and there would be no construction on existing roads, other than the future development of several interior streets in the World Logistics Center Project, which were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses and analyzed in the context of World Logistics Center Revised Final Environmental Impact Report (State Clearinghouse No. 2012021045).

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on wildlife corridors, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

Threshold (e) Would the project conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance, and

Threshold (f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No New or More Severe Significant Impact: The 2024 RFEIR found that impacts would be less than significant regarding wildlife policies, ordinances, or plans. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs regarding specific biological resources, such as a tree preservation policy or ordinance, and would not conflict with provisions of an adopted Habitat Conservation Plan. The Project would comply with 2024 GPU policies that support the protection of biologically significant habitats where practical, including the San Jacinto Wildlife Area, riparian areas, habitats of rare and endangered species, and other areas of natural significance.

Moreover, the Project would not modify any General Plan policies or programs specific to or be located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conserved Lands, Criteria Cells, or Public/Quasi Public Lands since the Project would be located within the existing public right-of-way and there would be no construction on existing roads, other than the future development of several interior streets in the World Logistics Center Project, which were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses and analyzed in the context of World Logistics Center Revised Final Environmental Impact Report (State Clearinghouse No. 2012021045).

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on local policies or ordinances or the adopted Habitat Conservation Plan, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.4.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to biological resources than those disclosed in the 2024 RFEIR, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant biological resources impacts than were previously analyzed. No further environmental evaluation is required.

5.5 Cultural and Tribal Cultural Resources

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Significant and unavoidable	No	No	No	MM CUL-1
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Significant and unavoidable	No	No	No	MM CUL-2 MM CUL-3 MM CUL-4 MM CUL-5 MM CUL-6 MM CUL-7 MM CUL-8 MM CUL-9
c) Disturb any human remains, including those interred outside of formal cemeteries?	Significant and unavoidable	No	No	No	MM CUL-10 MM CUL-11
d) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, features, 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 CRHR, or in a local register or 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 PRC Section 5024.1?	Significant and unavoidable	No	No	No	MM CUL-1 MM CUL-11

5.5.1 Summary of Previous Environmental Analysis

The 2024 RFEIR determined that impacts from future development would have the potential to result in a substantial adverse effect on historical resources, archaeological resources, human remains, and Tribal

cultural resources, and impacts would be significant and unavoidable. Implementation of **MM CUL-1**, **MM CUL-2**, **MM CUL-3**, **MM CUL-4**, **MM CUL-5**, **MM CUL-6**, **MM CUL-7**, **MM CUL-8**, **MM CUL-9**, **MM CUL-10**, and **MM CUL-11** would reduce impacts to historical resources, archaeological resources, human remains, and Tribal cultural resources, but impacts would remain significant and unavoidable.

Mitigation Measures from the 2024 RFEIR

MM CUL-1 Prior to the issuance of any permit for a future development site-specific project that would directly or indirectly affect a building/structure in excess of 50 years of age, the City or a qualified architectural historian shall determine whether the affected building/structure is historically significant. The evaluation shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the CEQA Guidelines. If the evaluation determines that building/structure is not historic, no further evaluation or mitigation would be required. If the building/structure is determined to be historically significant, the preferred mitigation would be to avoid the resource through project redesign. If the resource cannot be avoided, all prudent and feasible measures to minimize or mitigate harm to the resource shall be taken per recommendations of the qualified architectural historian..

MM CUL-2 Prior to issuance of any permit for a future site-specific project that would potentially have a direct or indirect affect an archaeological resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources, and (2) the appropriate mitigation for any significant resources which may be impacted by project development. The following steps would help determine the presence or absence of archaeological resources.

Step 1: An archaeologist shall conduct records and background research at the South Coastal Information Center (SCIC) for a list of recorded resources and request a sacred lands file search from the Native American Heritage Commission.

Step 2: After review of this data, a pedestrian survey shall be conducted by a qualified archaeologist.

Step 3: If through the research and the field survey, archaeological resources are identified, then an evaluation of significance shall be completed by a qualified archaeologist. The evaluation program generally will include excavation to determine depth, extent, integrity, and content of the subsurface cultural material.

Step 4: The results of the excavation will be evaluated using the Thresholds above in Section 4.5.4.

Step 5: If an archaeological resource is determined significant and avoidance through project redesign is not feasible, a data recovery and construction monitoring program must be implemented to reduce the impacts the archaeological resource to below a significant level. The data recovery program must be approved by the City.

Step 6: A final data recovery and/monitoring report shall be completed in accordance with the California Office of Historic *Preservation's Archaeological Resource Management Reports: Recommended Content and Format*. Confidential attachments must be submitted under separate covers. Artifacts collected during the evaluation and data recovery phases must be curated at an appropriate facility consistent with state (California State Historic Resources Commission's

Guidelines for Curation of Archaeological Collection 1993) and federal curation standards (36 CFR 79 of the Federal Register) and that allows access to artifact collections.

- MM CUL-3** Prior to the issuance of any permit for a future site-specific project, the project developer shall retain a professional archaeologist (Project Archaeologist), at no cost to the City, to conduct monitoring of all ground disturbing activities associated with the respective project. The Project Archaeologist shall be authorized 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), which have requested monitoring, the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) as defined in CUL-5. The Project Archeologist shall attend all pre-grading meetings with the City, the project's construction manager, the project's general contractor and the pertinent contractors. In addition, the Project's Archaeologist shall provide and conduct Cultural Resources Worker Sensitivity Training, which the project's construction manager, general contractor, and all pertinent subcontracts shall be required to attend. In addition, to the Project Archaeologist, the designated archaeological monitor for the respective project shall have the authority to temporarily halt and redirect earth-moving activities in the affected area in the event that suspected archaeological resources are unearthed.
- MM CUL-4** Prior to the issuance of any permit for a future site-specific project, the project Developer shall secure agreements with the Consulting Tribe(s). The project developer shall 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 be invited to attend all pre-grading meetings with the Project Archaeologist, the City, the construction manager, and general contractor, and any pertinent subcontractors and conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.
- MM CUL-5** The Project Archaeologist, in consultation with the Consulting Tribe(s), the project's construction manager and general contractor, and the City shall develop a CRMP in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A Consulting Tribe is defined as a Tribe that initiated the AB 52 and/or SB 18 tribal consultation process for the project, and has not opted out of the AB 52 and/or SB 18 consultation process, and has completed AB 52 and/or SB 18 consultation with the City as provided for in PRC Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:
- a. Project description and location
 - b. Project grading and development scheduling;
 - c. Roles and responsibilities of individuals on the project;
 - d. The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;

- e. The protocols and stipulations that the project's construction manager and general contractor, City, Consulting Tribe(s), and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
- f. The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items.
- g. Contact information of relevant individuals for the project.

MM CUL-6 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:

- 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 Division:
 - 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 grading or construction activities commencing that may potentially affect or otherwise impact the integrity of the resources.
 - ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CUL-3. 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 CUL-5 The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.

MM CUL-7 The City shall verify that the following note is included on the Grading Plan of any future site-specific project: "If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."

MM CUL-8 If potential historic or cultural resources are uncovered during excavation or construction activities at any future site-specific project 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 archeologists 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 CUL-4 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

- MM CUL-9** 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 South Coastal Information Center (SCIC) at the San Diego State University (SDSU) and one (1) copy shall be submitted to each of the Consulting Tribe(s) Cultural Resources Department(s).
- MM CUL-10** If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to 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. (PRC Section 5097.98). (GP Objective 23.3, CEQA). No photographs are to be taken except by the coroner, with written approval by the consulting Tribe[s].
- MM CUL-11** 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).

5.5.2 Analysis of Proposed Project

- Threshold (a)** Would the project cause a substantial adverse change in the significance of a historical resource pursuant Section 15064.5?
- Threshold (b)** Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?
- Threshold (c)** Would the project cause a substantial adverse change to the significance of a Tribal Cultural Resources as defined in Public Resources Code section 21074 (site/feature/place/landscape/sacred place of object) that holds cultural or religious value to a California Native American Tribe?
- Threshold (d)** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, features, 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 CRHR, or in a local register or
 - ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set form in subdivision c of PRC Section 5024.1?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts to historical resources, archaeological resources, human remains, and Tribal cultural resources to be significant and unavoidable. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not result in any modifications to existing land use designations or modify any existing roadways that would impact historical resources, archaeological resources, human remains, and Tribal cultural resources. Additionally, the Project would not modify any General Plan policies or programs specific to cultural resources and Tribal cultural resources. The proposed revisions to the Circulation Element would not conflict with the implementation of these General Plan goals, policies, or actions or the 2024 RFEIR mitigation measures.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on historical resources, archaeological resources, human remains, and Tribal cultural resources, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.5.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to cultural resources than those disclosed in the 2024 RFEIR, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant cultural resources and Tribal cultural resources impacts than were previously analyzed. No further environmental evaluation is required.

5.6 Energy

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	Less than significant	No	No	No	None
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than significant	No	No	No	None

5.6.1 Summary of Previous Environmental Analysis

The 2024 RFEIR determined that impacts to energy would be less than significant. Specifically, the 2024 RFEIR confirmed that impacts to energy consumption would be less than significant as there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel consumption associated with implementation of the Project would not be any more inefficient, wasteful, or unnecessary than other similar projects of this nature. Therefore, impacts to energy resources associated with the future developments' construction activities would be less than significant, and no mitigation is required. Future development projects under implementation of the 2024 MoVal 2040 Project would permanently increase the operational energy demand when compared to existing conditions; however, impacts to energy consumption during Project operations would be less than significant.

Buildout of the 2024 MoVal 2040 Project would result in increased consumption of energy; however future development would be required to at minimum to meet the mandatory energy requirements of CALGreen and the California Energy Code (Title 24, Part 6 of the CCR) in effect at the time of development, and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning (HVAC) mechanical systems, water heating systems, and lighting. Additionally, the 2024 CAP includes a number of GHG reduction goals related to energy use and energy conservation. Therefore, implementation of the 2024 MoVal 2040 Project would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of building-related energy, and impacts would be less than significant.

Future development would be required at a minimum to meet the mandatory energy requirements of CALGreen and the California Energy Code in effect at the time of development. Therefore, implementation of the 2024 MoVal 2040 Project would not conflict with or obstruct implementation of CALGreen and California Energy Code, or with Southern California Edison's (SCE) and Moreno Valley Electric Utility's

(MVU) implementation of California’s Renewable Portfolio Standard (RPS), and impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.6.2 Analysis of Proposed Project

Threshold (a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, and

Threshold (b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts related to energy to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways, which would increase energy consumption. Specifically, the Project proposes revising the City’s truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to energy use and energy conservation. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215 and prioritizing access to industrial areas. Therefore, the Project would not result in wasteful, inefficient, or unnecessary consumption of energy during Project operations.

As previously discussed, the Project would result in a net increase in Citywide Truck VMT by approximately 2.8 percent. Assuming similar vehicle fleet characteristics and operating conditions, the increase in VMT would be expected to result in a corresponding increase in fuel consumption. Therefore, the Project change would marginally increase regional fuel use; however, this increase would be negligible in magnitude and would not result in new or more severe impacts.

Additionally, the Project revises existing actions in the City’s Circulation Element, further defining actions when sensitive receptors cannot be avoided, consistent with the Logistics Use Facilities Mitigation Measure Ordinance. Therefore, the Project would not result in site specific development or wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with a state or local plan for renewable energy.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to

the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on energy, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.6.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to energy than those disclosed in the 2024 RFEIR, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant energy impacts than were previously analyzed. No further environmental evaluation is required.

5.7 Geology and Soils

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
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. (ii) Strong seismic ground shaking? (iii) Seismic-related ground failure, including liquefaction? (iv) Landslides?	Less than significant	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant	No	No	No	None
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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant with	No	No	No	MM PAL-1

	mitigation incorporated				
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5.7.1 Summary of Previous Environmental Analysis

The 2024 RFEIR concluded that implementation of the 2024 MoVal 2040 Project would result in less than significant impacts to seismic ground shaking and seismic-related ground failure, including liquefaction, substantial soil erosion, or the loss of topsoil, on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and expansive soils. The 2024 RFEIR concluded that impacts to paleontological resources would be less than significant with implementation of **MM PAL-1**.

Mitigation Measures from the 2024 RFEIR

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.

A qualified paleontological monitor shall be present during grading in project areas where a project specific geological 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.

5.7.2 Analysis of Proposed Project

Threshold (a) Would the project **directly or indirectly cause potential substantial adverse effects, including the risk 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.
- (ii) Strong seismic ground shaking?
- (iii) Seismic-related ground failure, including liquefaction?
- (iv) Landslides?

Threshold (b) Would the project result in substantial soil erosion or the loss of topsoil?

Threshold (c) Would the project 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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Threshold (d) Would the project 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?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts to geological hazards, including seismic hazards and unstable geology, expansive soils, and soil erosion to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies specific to geology and soils. As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction or landslides. In addition, the Project would not result in substantial soil erosion. Therefore, impacts would be less than significant.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on geological hazards, including seismic hazards and unstable geology, expansive soils, and soil erosion, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

Threshold (e) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**No New or More Severe Significant Impact:**

The 2024 RFEIR found impacts related to paleontological resources to be potentially significant. However, implementation of **MM PAL-1** would reduce impacts to paleontological resources and unique geology to less than significant levels. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes to revise the City's truck routes and policies and actions to the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies specific to unique paleontological resources. As such, the Project would not directly or indirectly cause impacts to unique paleontological resources.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.7.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to geology and soils than those disclosed in the 2024 RFEIR, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant geology and soils and paleontological resources impacts than were previously analyzed. No further environmental evaluation is required.

5.8 Greenhouse Gas Emissions

The table below summarizes the conclusions in this section

<i>Environmental Issue Areas</i>	<i>Conclusion 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant	No	No	No	MM GHG-1 MM GHG-2
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant	No	No	No	MM GHG-1 MM GHG-2

5.8.1 Summary of Previous Environmental Analysis

The 2024 RFEIR determined that the 2024 MoVal 2040 Project is on track to meet SB 32 (40 percent below 1990 levels by 2030) but not on track to meet AB 1279 (net neutrality by 2045) target goals for 2030 or 2045. Therefore, GHG emissions would be less than significant with implementation of **MM GHG-1** and **MM GHG-2**. According to the 2024 RFEIR, the 2024 MoVal 2040 Project would not be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions such as AB 1279 and CARB 2022 Scoping Plan. The 2024 MoVal 2040 Project would however be consistent with SB 32. Therefore, consistency with applicable GHG plans is potentially significant with implementation of **MM GHG-1** and **MM GHG-2**, and impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

GHG-1: The City of Moreno Valley shall monitor implementation of the Climate Action Plan (CAP) and update and maintain the CAP monitoring schedule, adding or enhancing Actions and Measures to achieve City of Moreno Valley-specific reductions targets in line with Senate Bill (SB) 32 (2016) and Assembly Bill (AB) 1279 (2022). Specifically, the City shall:

- a) Monitor continuously and report annually on CAP implementation activities. The annual monitoring report shall include the implementation status of each Action and Measure
- b) Calculate greenhouse gas (GHG) emission reductions annually and monitor progress towards achieving the performance targets of each Action and Measure
- c) Update the community-wide GHG emissions inventories and targets aligned with SB 32 and AB 1279 every two to three years, in alignment with the five-year cycle specified below
- d) Prepare and adopt a fully updated CAP starting in 2029, and adopted by 2030, and every

five years thereafter as needed if the inventories are showing the City of Moreno Valley is not on track to achieve the 2045 targets.

- e) Adopt Actions and Measures to close any “reduction gaps” between the updated inventories and applicable 2040 and 2045 targets no later than December 31, 2030
- f) Create, enhance, expand, or replace Actions and Measures, as new technologies and programs emerge that warrant inclusion in the CAP

GHG-2: For each discretionary project subject to and not exempt from the California Environmental Quality Act (CEQA), the applicant shall:

- a) Complete the City’s GHG Emissions Analysis Compliance Checklist to assist with determining project consistency with the Moreno Valley CAP, with the exception of logistics use facility projects that are not permitted to utilize the Checklist for CEQA streamlining, and
- b) Incorporate appropriate GHG reduction measures to achieve their proportion of GHG emission reductions consistent with the assumptions of the CAP, and
- c) Document the infeasibility or inapplicability of CAP measures, and
- d) Propose alternative GHG reduction measures, as appropriate; or
- e) Demonstrate through a quantitative analysis that the project would not impede (or would facilitate) Moreno Valley’s ability to meet the GHG emissions reduction targets. Because GHG emissions from industrial land uses were excluded from the CAP, applicants of projects that include industrial uses must establish, with substantial evidence.

5.8.1 Analysis of Proposed Project

Threshold (a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

No New or More Severe Significant Impact:

According to the 2024 RFEIR, future development associated with the 2024 MoVal 2040 Project is expected to result in increased GHG emissions, largely due to increased VMT, as well as stationary area sources, energy consumption, water supply, and solid waste generation. The 2024 RFEIR concludes that the 2024 MoVal 2040 Project is on track to meet SB 32 (40 percent below 1990 levels by 2030) but not on track to meet AB 1279 (net neutrality by 2045) target goals for 2030 or 2045. Therefore, impacts on GHG emissions would be potentially significant. With implementation of **MM GHG-1** and **MM GHG-2**, similar to the 2024 MoVal 2040 Project, impacts would be reduced to less than significant.

The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways, which would significantly increase GHG emissions. Specifically, the Project proposes revising the City’s truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to GHG emissions. The Project proposes to reassign truck activity on local

streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215, prioritizing access to industrial areas.

Additionally, as previously discussed, the Project would result in a net increase in Citywide Truck VMT by approximately 2.8 percent. Because GHG emissions from on-road vehicles are generally correlated with the amount of vehicle travel, the increase in VMT would result in a corresponding increase in transportation-related GHG emissions. Therefore, the project change would be expected to cause a minor increase in GHG emissions as vehicles travel a greater total distance. However, this increase would be negligible in magnitude and would not result in new or more severe impacts.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on GHG emissions, such impacts would remain less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

MM GHG-1 and MM GHG-2.

Threshold (b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts to an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG to be less than significant with implementation of **MM GHG-1** and **MM GHG-2**. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways, which would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to GHG emissions. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215, prioritizing access to industrial areas.

The Project revises existing actions in the City's Circulation Element, further defining actions when sensitive receptors cannot be avoided and reflecting the City's approval of the Logistics Facilities

Mitigation Measure Ordinance. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Project implementation would not result in any new or substantially more significant impacts that could have a substantial adverse effect on an applicable plan, policy, or regulation. Therefore, impacts would remain less than significant with implementation of **MM GHG-1** and **MM GHG-2**.

Applicable Mitigation Measures from the 2024 RFEIR

MM GHG-1 and **MM GHG-2**.

5.8.2 Conclusion

Since the Project would not result in any new or substantially more significant impacts related to GHG emissions than those disclosed in the 2024 RFEIR for 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant GHG emissions impacts than were previously analyzed. No further environmental evaluation is required.

5.9 Hazards and Hazardous Materials

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant	No	No	No	None
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than significant	No	No	No	None

5.9.1 Summary of Previous Environmental Analysis

In summary, the 2024 RFEIR concluded that implementation of 2024 MoVal 2040 Project would not result in significant impacts relative to hazardous materials. There would be less than significant impacts to routine transport, use, or disposal of hazardous materials and release of hazardous materials, as future development would be required to adhere to federal, state, county, and local regulations relating to the use, storage, handling, transport, and disposal of hazardous materials and contamination would reduce the potential risk of hazardous materials exposure to a less than significant level. Additionally, adherence with applicable federal, state, regional, and local plans and regulations, as well as 2024 GPU policies, would ensure that future development would not result in an accidental release of hazardous materials or emissions of hazardous substance near existing or proposed schools, and impacts would be less than significant. Adherence to applicable clean-up and/or remediation requirements and regulations would ensure that future development under the 2024 MoVal 2040 Project would not create a significant hazard associated with known hazardous materials sites, and impacts would be less than significant. Furthermore, adherence to applicable federal, state, regional, and local plans and regulations as well as the 2024 GPU policies would ensure that impacts to airport hazards, emergency response, and wildfires would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.9.2 Analysis of Proposed Project

- Threshold (a)** Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- Threshold (b)** Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?
- Threshold (c)** Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- Threshold (d)** Would the project 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 create a significant hazard to the public or the environment?
- Threshold (e)** Would the project result in a safety hazard for people residing or working in the project area 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?
- Threshold (f)** Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- Threshold (g)** Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No New or More Severe Significant Impact: According to the 2024 RFEIR, implementation of the 2024 MoVal 2040 Project would result in less than significant impacts regarding hazards and hazardous materials. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to hazards and hazardous materials. Furthermore, site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are associated with specific development properties; there are no public rights-of-way identified on the Cortese list.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on hazards or hazardous materials, such impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.9.3 Conclusion

Since the Project would not result in any new or substantially more significant impacts related to hazards and hazardous materials than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant hazard and hazardous materials impacts than were previously analyzed. No further environmental evaluation is required.

5.10 Hydrology and Water Quality

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than significant	No	No	No	None
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	Less than significant	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on-site or off-site? (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site? (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? - or, (iv) impede or redirect flood flows?	Less than significant	No	No	No	None
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant	No	No	No	None
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant	No	No	No	None

5.10.1 Summary of Previous Environmental Analysis

In summary, the 2024 RFEIR concluded that impacts regarding hydrology and water quality would be less than significant. The 2024 RFEIR determined that future developments would be required to adhere to applicable rules, relevant plans and programs. Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board (RWQCB-SAR) and Municipal Code requirements would ensure that future development would not violate water quality standards or degrade surface or ground water quality, and construction-related impacts. Additionally, pursuant to Moreno Valley Municipal Code Chapter 8.10, future development would be required to implement a Water Quality Management Plan (WQMP) and demonstrate compliance with the City's MS4 Permit and to minimize the release of potential waterborne pollutants. Future developments would be required to adhere to the 2024 MoVal 2040 Project Open Space and Resource Conservation (OSRC) Element, which includes the goal to minimize water pollution and policies. Therefore, adherence to relevant plans would ensure that future development would not violate any water quality standards or degrade surface or ground water quality, and operational impacts would be less than significant.

The 2024 RFEIR determined that adherence to applicable 2024 GPU policies would ensure that future development would not deplete groundwater supplies or interfere substantially with groundwater recharge, result in substantial erosion or siltation, increase surface runoff, and exceed the capacity of existing or planned stormwater drainage systems. Future development would also be required to adhere to regional and local plans, programs, and regulations relating to storm water runoff and volume flow. and impacts would be less than significant. Furthermore, the 2024 RFEIR determined that future development would not result in risks associated with flooding and would be less than significant. Therefore, the 2024 RFEIR determined that the 2024 MoVal 2040 Project would not result in significant impacts relative to hydrology and water quality, and no mitigation is necessary to reduce potential impacts.

Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.10.2 Analysis of Proposed Project

Threshold (a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

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

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

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

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?

- (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? or, impede or redirect flood flows?

Threshold (d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Threshold (e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts to hydrology and water quality to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways or roadway classifications. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to hydrology and water quality. Therefore, impacts related to hydrology and water quality would be less than significant.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on hazards and hazardous materials, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.10.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to hydrology and water quality than those disclosed in the 2024 RFEIR for 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant hydrology and water quality impacts than were previously analyzed. No further environmental evaluation is required.

5.11 Land Use and Planning

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Physically divide an established community?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None

5.11.1 Summary of Previous Environmental Analysis

According to the 2024 RFEIR, the 2024 MoVal 2040 Project would not divide an established community. The 2024 MoVal 2040 Project does not include new major infrastructure such as a freeway that could physically divide an established community. Future development and redevelopment within the Planning Area are intended to provide opportunities for new employment, housing, and recreational uses and would not physically divide the community. The 2024 RFEIR determined that the buildout of future developments under the 2024 MoVal 2040 Project would be subject to goals, policies, and actions of the 2024 GPU Land Use and Community Character Element. Therefore, the 2024 MoVal 2040 Project would not cause a significant environmental impact due to conflict with applicable plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.11.2 Analysis of Proposed Project

Threshold (a) Physically divide an established community?

Threshold (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?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts related to community division to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways, with the potential to divide an established community. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any 2024 GPU policies

or programs specific to land use. The proposed modifications would not conflict with any land use plan, policy, or action.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on land use and planning, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.11.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts related to land use and planning than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant land use and planning impacts than were previously analyzed. No further environmental evaluation is required.

5.12 Mineral Resources

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
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?	Less than significant impact	No	No	No	None
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?	No impact	No	No	No	None

5.12.1 Summary of Previous Environmental Analysis

The 2024 RFEIR stated that implementation of the 2024 MoVal 2040 Project would focus future development and redevelopment within Concept Areas, areas largely within or surrounded by existing urbanization, which would make them infeasible for mining. As identified within the 2024 RFEIR, the majority of the land within the Planning Area is designated as MRZ-3, land for which the significance of mineral resources cannot be determined, or MRZ-1, land for which adequate geologic information indicates that no significant deposits are present. As there are no mineral resource extractions within the Planning Area, the implementation of the 2024 MoVal 2040 Project would not result in the loss of a designated mineral recovery site. Therefore, the implementation of the 2024 MoVal 2040 Project would not result in the loss of availability of regionally valuable mineral resources and impacts would be less than significant. No impacts would occur in regard to mineral resource recovery sites.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.12.2 Analysis of Proposed Project

Threshold (a) Would the project 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.

Threshold (b) Would the project result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts to mineral resources to be less than significant in respect to the loss of available known mineral resources and found no impact regarding the loss of a designated mineral recovery site. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to mineral resources. Project implementation would result in less than significant impacts in regards to the loss of availability of a known mineral resource that would be of value to the region and the residents of the State and no impacts to mineral resource recovery sites.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on mineral resources, such impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.12.3 Conclusion

Since the Project would not result in any new or substantially more significant impacts to mineral resources than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant impacts related to mineral resources than were previously analyzed. No further environmental evaluation is required.

5.13 Noise

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant (railroad and stationary); Significant and unavoidable (traffic and construction)	No	No	No	MM NOS-1
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than significant (railroad and stationary); Less than significant with mitigation incorporated (construction)	No	No	No	MM NOS-2
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?	Less than significant	No	No	No	None

5.13.1 Summary of Previous Environmental Analysis

The 2024 RFEIR determined Impacts associated with the increase in traffic volumes would be significant without mitigation. For existing noise sensitive land uses, possible noise-reduction measures would include retrofitting older structures with acoustically rated windows and doors featuring higher Sound Transmission Class ratings, which is a measure of exterior noise reduction performance. However, there is no mechanism in place for implementing such a retrofit program. In the event that existing uses are demolished and redeveloped, new homes would be required to provide sufficient sound insulation to meet City and California Building Code interior noise standards. Because it would be speculative to assume that all existing homes along impacted roadways would be redeveloped and the significant noise impacts

would be to existing homes and other noise-sensitive uses in an already urbanized area, there is no feasible mitigation. Therefore, impacts to existing sensitive land uses would remain significant and unavoidable. The 2024 RFEIR concluded that railroad noise and stationary noise would be less than significant. Impacts related to construction noise would be significant and unavoidable with implementation of **MM NOS-1**.

In regard to vibration, impacts related to construction vibration would be potentially significant, and implementation of **MM NOS-2** would be applied to future development to reduce impacts to less than significant levels. Additionally, there would be less than significant impacts to railroad sources, stationary sources, and airports, and no mitigation would be required.

Mitigation Measures from the 2024 RFEIR

MM NOS-1: The Director of Community Development or his or her designee shall require applicants to demonstrate whether the project has the potential to exceed noise standards contained in Sections 8.14.040 and 11.80.030 of the Municipal Code. If a project may exceed standards or is located adjacent to sensitive receptors, the City shall require the applicant to prepare a Noise Analysis that estimates construction noise and identifies noise reduction measures that would ensure compliance with Municipal Code standards. Construction plans submitted to the City shall identify applicable measures on demolition, grading, and construction plans submitted to the City. Noise reduction measures can include, but are not limited to, the following:

1. Demolition, construction, site preparation, and related activities that would generate noise perceptible at the property line of the subject property are limited to the hours between 7:00 a.m. to 7:00 p.m. from Monday through Friday excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturdays. The building inspector may issue an exception to this limitation on hours in cases of urgent necessity where the public health and safety will not be substantially impaired.
2. Idling times for noise-generating equipment used in demolition, construction, site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
3. Demolition, construction, site preparation, and related activities within 70 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including:
 - a. Provide written notice to all known occupied noise-sensitive uses within 400 feet of the edge of the project site boundary at least 2 weeks prior to the start of each construction phase of the construction schedule;
 - b. Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;
 - c. Re-route construction equipment away from adjacent noise-sensitive uses;

- d. Locate noisy construction equipment away from surrounding noise-sensitive uses;
 - e. Use sound aprons or temporary noise enclosures around noise-generating equipment;
 - f. Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses;
 - g. Use the quietest practical type of equipment;
 - h. Use electric powered equipment instead of diesel or gasoline engine powered equipment; Use shrouding or shielding and intake and exhaust silencers/mufflers; and
 - i. Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses.
4. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used. This could include the use of augured holes for cast-in-place piles, installation through vibration or hydraulic insertion, or another low-noise technique.

MM NOS-2 Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

5.13.2 Analysis of Proposed Project.

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

Threshold (b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Threshold (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?

No New or More Severe Impact:

As discussed above, the 2024 RFEIR found impacts related to ambient noise levels and vibration to be less than significant for railroad, stationary noise, and airports and significant and unavoidable for traffic and construction noise. According to the Project-specific traffic noise assessment prepared for the Project (see **Appendix C: Traffic Noise Assessment**), noise impacts for the Project were determined by comparing the change in noise levels between the buildout of the 2024 GPU with no change to the truck routes (Without Project) and the proposed truck routes modifications as discussed in this addendum (With Project). As indicated in **Table 1** and **Table 2** of **Appendix C**, the largest increase in Community Noise Equivalent Level (CNEL) calculated at 50 feet from the center of the roadway center would be 1.0 CNEL along Gilman Springs Road south of Alessandro Boulevard. The largest decrease in CNEL calculated at 50 feet would be 2.4 CNEL along Iris Avenue, between Perris Boulevard and Kitching Street. Based on the methodology and assumptions, the analysis provides a roadway-specific assessment of how the City's proposed truck prohibitions on internal streets affect traffic noise along segments with potentially significant traffic noise increases. As shown in **Table 1** and **Table 2**, the With Project scenario would not increase traffic noise by more than 1.0 dBA along any roadway or freeway segment analyzed. Additionally, many roadway segments would have reduced traffic noise levels as compared to the 2024 GPU analysis, as a result of the Project (truck routes circulation update). Therefore, because the human ear doesn't hear a noise increase of less than 3 dBA, the increase in traffic noise would not be perceptible.

The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to noise. Furthermore, the Project would remain consistent with the 2024 MoVal 2040 Project policies to minimize the potential noise sources and impacts generated by vehicular traffic on existing roadways. Policies include considering the compatibility of proposed land uses with the noise environment, requiring mitigation where sensitive uses are to be placed along transportation routes to ensure that noise levels are minimized, encouraging the proper site planning and architecture to reduce noise impacts, and employing noise mitigation practices when designing future streets and highways.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on noise, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.13.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts related to noise than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant noise impacts than were previously analyzed. No further environmental evaluation is required.

5.14 Population and Housing

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than significant	No	No	No	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than significant	No	No	No	None

5.14.1 Summary of Previous Environmental Analysis

According to the 2024 RFEIR, implementation of the 2024 MoVal 2040 Project could result in the development of 22,052 new homes and an additional 38,915 employees within the 2024 GPU Planning Area. The 2024 MoVal 2040 Project had been designed to primarily focus future development and redevelopment within Concept Areas that consist of vacant or underutilized land along major transit corridors. Future development outside of the Concept Areas would occur in areas that are already served by infrastructure and would not require extensions into unserved portions of the Planning Area. Overall, the 2024 MoVal 2040 Project would exceed the State's Regional Housing Needs Assessment (RHNA) requirements, would reduce future population and household growth compared to 2040 Southern California Association of Governments (SCAG) projections, and would locate future infrastructure along major transit corridors that are already served. Future redevelopment within the Concept Areas would exceed the City's RHNA allocation and would provide additional housing that would accommodate residents that could be displaced by future development projects and ensure no net loss of housing. Therefore, the 2024 MoVal 2040 Project would not induce unplanned population growth and the displacement of housing and people associated with the project would not exceed the amount of housing that would be constructed under the 2024 MoVal 2040 Project. Therefore, impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.14.2 Analysis of Proposed Project

Threshold (a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Threshold (b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts related to population and housing to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to population and housing. The 2024 GPU policies and actions would reduce impacts associated with increased population and housing within the City and would not result in any direct or indirect displacement of existing people or housing necessitating the construction of replacement housing elsewhere. The proposed revisions to the City's truck routes and Circulation Element would not conflict with implementation of the 2024 MoVal 2040 Project, and impacts would be less than significant.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Project implementation would not result in any new or substantially more significant impacts that could have a substantial adverse effect on population and housing. Therefore, impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.14.3 Conclusion

Sine the Project will not result in any new or substantially more significant impacts related to population and housing than those disclosed in the 2024 RFEIR, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the

time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant population and housing impacts than were previously analyzed. No further environmental evaluation is required.

5.15 Public Services and Recreation

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
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? (ii) Police protection? (iii) Schools? (iv) Parks? (v) Other public facilities?	Less than significant	No	No	No	None
b) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? or	Less than significant	No	No	No	None
c) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant	No	No	No	None

5.15.1 Summary of Previous Environmental Analysis

The 2024 RFEIR concluded that there is potential for service needs to increase relative to fire protection, police protection, and school services with buildout of the 2024 MoVal 2040 Project and increase in 43,882 new residents within the Planning Area. With payment of development impact fees, service ratios would be increased as necessary to provide adequate levels of public services. As such, the 2024 RFEIR concluded that impacts on public services would be less than significant, and no mitigation is required.

Mitigation Measure from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.15.2 Analysis of Proposed Project

Threshold (a) Would the project 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*
- ii. Police Protection*
- iii. Schools*
- iv. Parks/Recreational Facilities; or*
- v. Other Public Facilities*

Threshold (b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

Threshold (c) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No New or More Severe Significant Impact: The 2024 RFEIR found impacts related to public services to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to public services and recreation. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215, prioritizing access to industrial areas.

The proposed revisions to the City's truck routes and Circulation Element would not conflict with implementation of the 2024 MoVal 2040 Project and would not result in an increase in population or housing that would lead to an increased need in public services. Additionally, the Project revises existing actions in the City's Circulation Element, further defining actions when sensitive receptors cannot be avoided and reflecting the City's approval of the Logistics Facilities Mitigation Measure Ordinance. Therefore, the Project would not result in an increase in population which would result in the need for new or physically altered fire protection, police protection, schools, parks and recreational facilities, or other public facilities.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on public services and recreation, such impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.15.3 Conclusion

Since the Project would not result in any new or substantially more significant impacts related to public services and recreation than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant public services and recreation impacts than were previously analyzed. No further environmental evaluation is required.

5.16 Transportation

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than significant	No	No	No	None
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Significant and unavoidable impact	No	No	No	None
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant	No	No	No	None
d) Result in inadequate emergency access?	Less than significant	No	No	No	None

5.16.1 Summary of Previous Environmental Analysis

The 2024 RFEIR determined that the Project would not conflict with a plan, ordinance, or policy addressing transit circulation, and impacts would be less than significant. Regarding VMT, the 2024 RFEIR determined that impacts would be significant and unavoidable, as implementation of the 2024 GPU would exceed thresholds of significance related to VMT, resulting in an increase in total VMT and VMT per Service Population. As a result of some metrics that exceeded the significance criteria based on certain analysis methodologies, impacts would be significant. The 2024 GPU includes transportation demand management (TDM) goals, policies, and actions that would support VMT reductions; however, anticipated VMT reductions associated with proposed TDM measures would not be large enough to guarantee that significant impacts could be fully mitigated. Therefore, projected VMT generated under buildout of the 2024 GPU would be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be significant and unavoidable.

The 2024 MoVal 2040 Project includes policies and actions that would ensure future transportation facilities would not introduce hazards onto the circulation network, and future development and redevelopment would also be designed consistent with all safety requirements pertaining to ingress and egress onto the circulation network. Therefore, the Project would not substantially increase hazards, and impacts would be less than significant. Regarding emergency access, the 2024 RFEIR determined that adherence to applicable Local Hazard Mitigation Plan (LHMP) standards and the City's Safety Element

policies, as well as increased traffic capacity in the proposed roadway network, would ensure that the 2024 MoVal 2040 Project would not result in inadequate emergency access, and impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.16.2 Analysis of Proposed Project

Threshold (a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Threshold (b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Threshold (c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Threshold (d) Would the project result in inadequate emergency access?

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts to the circulation system, hazards due to geometric design, and emergency access to be less than significant and VMT impacts to be significant and unavoidable.

The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways, or conflict with a program, plan, or policy addressing the circulation system, substantially increase hazards due to geometric design features, or result in inadequate emergency access. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215, prioritizing access to industrial areas.

The proposed revisions to the City's truck routes and Circulation Element would not conflict with implementation of the 2024 MoVal 2040 Project. Additionally, the Project revises existing actions in the 2024 MoVal 2040 Project Circulation Element, further defining actions when sensitive receptors cannot be avoided and reflecting the City's approval of the Logistics Facilities Mitigation Measure Ordinance. Therefore, the Project would not result in any conflicts with a program, plan, or ordinance addressing the circulation system, increase hazards, or result in inadequate emergency access.

The Project would result in a minor increase in Truck VMT.⁴ As discussed in **Appendix D: Vehicle Miles Traveled Analysis**, the latest version of the Riverside County Travel Demand Model (RIVCOM) (Version 4.0.1) was utilized to model isolated truck trips for the five truck routes scenarios selected for this analysis. As part of the analysis, RIVCOM 2040 Horizon General Plan scenario was used to determine all truck

⁴ While the California Office of Planning and Research (OPR), now known as the Office of Land Use and Climate Innovation, guidance does not characterize truck trips as "automobiles" subject to VMT analysis under CEQA. As such, the VMT analysis for truck contained in this addendum is provided for informational purposes. Refer to the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, dated December 2018, for more information.

origins-destinations (OD) trips used by the current designated routes (No Project Scenario) using the select-link analysis conducted for each study route. The OD trips were then isolated for the analysis. A With Project Scenario model network was prepared by applying truck routes modifications to internal Citywide streets as directed by the City (truck-restricted links coded to prohibit truck assignment). The route-specific truck OD trip matrix developed earlier through select-link analysis was assigned to the modified network. The resulting daily truck traffic volumes by link were extracted from the model outputs. Total daily Truck VMT was computed for all the study area links included in the studied routes and route choices for both the With Project and No Project Scenarios. **Table 2: Change in 2040 Daily Truck VMT on Selected Routes & Truck Trip Origins** summarizes the isolated Truck VMT results for the studied routes included in the analysis. As shown in the table, the proposed truck routes modifications will result in an increase in 2040 daily Truck VMT from the truck trip origins and truck routes subject to the proposed route modifications that were selected for this analysis. Local serving truck trips were not accounted for as they would continue to use local routes to serve commercial uses and Truck VMT on these routes would remain the same and would not be affected and are therefore not included in this analysis.

Table 2: Change in 2040 Daily Truck VMT on Selected Routes & Truck Trip Origins

Study Route	VMT No Project Scenario	VMT With Project Scenario	Change
I-215 Freeway	7,972	22,380	+14,408
SR 60 Freeway	2,149	6,419	+4,270
Perris Boulevard	2,274	113	-2,161
Alessandro Boulevard	2,651	531	-2,119
Frederick Street	265	49	-217
Heacock Street	1,677	1,507	-169
Cactus Avenue	1,997	2,744	+747
Total	18,984	33,743	+14,758

This increase in Truck VMT for the selected studied routes and trip origins was then applied to the Citywide total Truck VMT to determine the net change in overall Citywide Truck VMT. **Table 3: Net Change in Total Citywide Daily Truck VMT** summarizes the Truck VMT results for base year and horizon year conditions. The base year Truck VMT estimates were derived by applying the proportional change in total Citywide Truck VMT estimates between base year and future year Truck VMT results derived as part of the 2024 General Plan Update. As shown in the table, the proposed truck routes modifications are expected to result in a net increase in Citywide Truck VMT by approximately 2.8 percent, which is not considered substantial. Therefore, VMT impacts would remain significant and unavoidable.

Table 3: Net Change in Total Citywide Daily Truck VMT

Analysis Year	VMT No Project Scenario	VMT With Project Scenario	Net Change
2024 Base Year	296,288	304,584	+8,296 (2.8%)
2040 Horizon Year	527,078	541,836	+14,758 (2.8%)

Note: Citywide VMT results were derived as part of 2024 General Plan Update

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Project implementation would not result in any new or substantially more significant impacts that could have a substantial adverse effect on transportation. Therefore, impact to a program, plan, ordinance or policy addressing the circulation system, geometric hazards, and emergency access would remain less than significant, and impacts to VMT would remain significant and unavoidable.

Applicable Mitigation Measures from the 2024 RFEIR

None identified in 2024 RFEIR.

5.16.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to transportation than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant transportation impacts than were previously analyzed. No further environmental evaluation is required.

5.17 Utilities and Service Systems

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than significant	No	No	No	None
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than significant	No	No	No	None

5.17.1 Summary of Previous Environmental Analysis

The 2024 RFEIR concluded that implementation of the 2024 MoVal 2040 Project would result in less than significant impacts relative to utilities and service systems. As described in the 2024 RFEIR, buildout of the 2024 MoVal 2040 Project would generate an increase of approximately 43,882 people, 22,052 new homes, 38,915 jobs by 2040, which would necessitate construction of future water supply infrastructure. Construction of future water, wastewater, stormwater, electric power, natural gas and telecommunications facilities would be subject to 2024 GPU goals and policies intended to protect the

environment, reducing impacts associated with the relocation or construction of new or expanded water and wastewater facilities to less than significant.

The 2024 RFEIR concluded that buildout of the 2024 MoVal 2040 Project would not exceed forecasted water demand projections for the Eastern Municipal Water District (EMWD), because it would reduce future population and household growth compared to 2040 SCAG projections. Similarly, the project is not expected to exceed forecasted water demand projections for the Box Spring Mutual Water Company (BSMWC), because it would reduce future population and household growth compared to SCAG projections. Therefore, buildout of the 2024 MoVal 2040 Project would have sufficient water supplies available to serve the development from the 2024 MoVal 2040 Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant. Additionally, the 2024 RFEIR determined that the 2024 MoVal 2040 Project would not generate solid waste in excess of State or local standards or more than the capacity of local infrastructure. As described in Section 4.17.2.4.d of the 2024 RFEIR, the City's Building Code requires development projects to complete and submit a Waste Management and Recycling Plan for approval prior to issuance of building permits. Therefore, the project would not generate solid waste in excess of State or local standards, exceed the capacity of local infrastructure, or conflict with federal, state, or local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant. Therefore, impacts regarding utilities and service systems would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.17.2 Analysis of Proposed Project

- Threshold (a) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that the construction of which could cause significant environmental effects?**
- Threshold (b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**
- Threshold (c) Would the project 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?**
- Threshold (d) Would the project 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?**
- Threshold (e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts related to utilities and service systems to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways. Specifically, the Project proposes revising the City's

truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to utilities and service systems. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215, prioritizing access to industrial areas. Additionally, the Project revises existing actions in the 2024 MoVal 2040 Project Circulation Element, further defining actions when sensitive receptors cannot be avoided and reflecting the City's approval of the Logistics Facilities Mitigation Measure Ordinance. Therefore, the Project would not result in an increase in population, which would result in a change in utilities and service systems within the City.

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Project implementation would not result in any new or substantially more significant impacts that could have a substantial adverse effect on utilities and service systems. Therefore, impacts would be less than significant.

Applicable Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.17.3 Conclusion

Since the Project will not result in any new or substantially more significant impacts to utilities and service systems than those disclosed in the 2024 RFEIR for the 2024 MoVal 2040 Project, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant utilities and service systems impacts than were previously analyzed. No further environmental evaluation is required.

5.18 Wildfire

The table below summarizes the conclusions in this section.

<i>Environmental Issue Areas</i>	<i>Conclusion in 2024 RFEIR</i>	<i>New or More Severe Impacts?</i>	<i>New Circumstances Involving New or More Severe Impacts?</i>	<i>New Information Requiring New Analysis or Verification?</i>	<i>Mitigation Measures</i>
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?	Less than significant	No	No	No	None
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 wildfire?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None
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?	Less than significant	No	No	No	None

5.18.1 Summary of Previous Environmental Analysis

The 2024 RFEIR concluded that implementation of the 2024 MoVal 2040 Project would result in less than significant impacts to wildfire. Future development would be designated, constructed, and maintained in accordance with applicable standards associated with the City's LHMP. Compliance with the compliance with the Moreno Valley Fire Department (MVFD) regulations and 2024 GPU policies would ensure that the implementation of the 2024 MoVal 2040 Project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and impacts would be less than significant. Future development and corresponding infrastructure development would be subject to the MVFD regulations and 2024 GPU policies. The 2024 MoVal 2040 Project would not expand potential development areas that would substantially increase risk of postfire landslide or flooding. Therefore,

compliance with MVFD regulations and 2024 GPU policies would ensure that installation or maintenance of associated infrastructure would not exacerbate fire risk, and impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

None identified in the 2024 RFEIR.

5.18.2 Analysis of Proposed Project

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

- Threshold (a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- Threshold (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?**
- Threshold (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?**
- Threshold (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?**

No New or More Severe Significant Impact:

The 2024 RFEIR found impacts related to wildfires to be less than significant. The Project does not propose site-specific development and would not result in any modifications to existing land use designations or modify any existing roadways. Specifically, the Project proposes revising the City's truck routes and the policies and actions of the Circulation Element to align with AB 98 and SB 415. The Project would not modify any General Plan policies or programs specific to safety or wildfires. The Project proposes to reassign truck activity on local streets and near sensitive receptors, shifting freight movement to the regional corridors such as SR 60 and I-215, prioritizing access to industrial areas. The Project would not result in site-specific development within a high fire hazard severity zone since the Project would be located within the existing public right-of-way and there would be no construction on existing roads, other than the future development of several interior streets in the World Logistics Center Project, which were approved for truck travel under previously approved land use entitlements on land that remains zoned for industrial and business park uses and analyzed in the context of World Logistics Center Revised Final Environmental Impact Report (State Clearinghouse No. 2012021045).

Additionally, no aspect of the Project triggers any of the following conditions from CEQA Guidelines Section 15162 relating to this issue:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified.

Since Project implementation will not result in any new or substantially more significant impacts that could have a substantial adverse effect on wildfire, such impacts would be less than significant.

Mitigation Measures from the 2024 RFEIR

No mitigation measures are required.

5.18.3 Conclusion

Since the Project would not result in any new or substantially more significant impacts related to wildfire than those disclosed in the 2024 RFEIR, no new or revised mitigation is required. There is no new information of substantial importance which was not known and could not have been known at the time the 2024 RFEIR was prepared. Finally, there are no changes to the circumstances under which the Project is undertaken that would result in more significant wildfire impacts than were previously analyzed. No further environmental evaluation is required.

6 DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

The following discussion lists the appropriate subsections of CEQA Guidelines Sections 15162 and 15164 and provides justification for the City to make a determination of the appropriate CEQA document for the Project, based on the environmental analysis provided above.

CEQA Guidelines Section 15162 – Subsequent EIRs and Negative Declarations

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that Project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:
 - (1) Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The City proposes to implement the Project within the context of the 2024 MoVal 2040 Project Planning Area, as described in this Addendum. As discussed in the Environmental Impact Analysis section of this Addendum, no new or substantially more severe significant environmental effects beyond what was evaluated in the 2024 RFEIR would occur.

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As documented herein, no circumstances associated with the location, type, setting, or operations of the Project have substantively changed beyond what was evaluated in the 2024 RFEIR; and none of the Project elements would result in new or substantially more severe significant environmental effects than previously identified. No major revisions to the 2024 RFEIR are required.

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;

No new or substantially more significant environmental effects beyond those addressed in the 2024 RFEIR were identified.

- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Significant Project-related effects previously examined would not be substantially more severe than were disclosed in the 2024 RFEIR as a result of the Project. Impacts associated with most environmental resource areas would be the same as or less than disclosed in the 2024 RFEIR. While the shifting of truck trips will result in a minimal increase in VMT (2.8 percent) and associated criteria air pollutants (less than 1 percent) and GHG emissions and roadway noise, those increases are not substantial and are consistent

with the impacts disclosed in the 2024 RFEIR. The truck routes modifications would not change the total number of truck trips overall but rather reroute these trips along different roadway segments. The shifting of truck trips would decrease exposure to criteria air pollutants, odor-causing pollutants, roadway noise, and incremental carcinogenic risk for the majority of sensitive receptors. A few receptors areas may have slightly increased exposure and incremental higher carcinogenic risk; however, such carcinogenic risk would remain below SCAQMD incremental thresholds. The minor increase in greenhouse gas emissions from the minor increase in Truck VMT is not substantial as it would be negligible in magnitude and would not result in new or more severe impacts. Odor and roadway noise impacts would remain less than significant. Implementation of the Project within the context of the 2024 MoVal 2040 Project would not substantially increase the severity of previously identified impacts.

- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

No new feasible mitigation measures or alternatives were identified.

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No new or different mitigation measures or feasible alternatives have been identified to substantially reduce significant impacts.

- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

After certification of the 2024 RFEIR in April 2026, additional technical analyses were performed for the Project and are the subject of this Addendum. Based on the analysis in this document, the Project would not result in any new significant environmental effects, nor would it substantially increase the severity of significant effects previously identified in the 2024 RFEIR. None of the conditions listed under subsection (a) would occur that would require preparation of a SEIR.

- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation, no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the Project. No SEIR is required.

CEQA Guidelines Section 15164 – Addendum to an EIR or Negative Declaration

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

As described above, none of the conditions described in the CEQA Guidelines Section 15162 calling for the preparation of a SEIR have occurred.

- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

None of the conditions described in Section 15162 calling for preparation of a subsequent EIR would occur as a result of the Project. Therefore, an addendum to the certified 2024 RFEIR is the appropriate CEQA document for the Project.

- (c) An addendum need not be circulated for public review but can be included in or attached to the FEIR or adopted negative declaration.

This Addendum will be attached to the 2024 RFEIR and maintained in the administrative record files at the City.

- (d) The decision-making body shall consider the addendum with the 2024 RFEIR or adopted negative declaration prior to making a decision on the project.

The City will consider this Addendum with the 2024 RFEIR prior to making a decision on the Project.

- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the Project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City records to support the preparation of this Addendum for the Project.

7 CONCLUSION

This Addendum has been prepared in accordance with the provisions of the CEQA and the CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a SEIR, pursuant to CEQA Guidelines Section 15162 and Section 15164, exist in connection with the Project. No major revisions would be required to the 2024 RFEIR as a result of the Project. No new or substantially more significant environmental impacts have been identified. Since the certification of the 2024 RFEIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the EIR that the City declined to adopt. Therefore, preparation of a SEIR is not required and the appropriate CEQA document for the Project is this Addendum to the 2024 RFEIR. This document will be maintained in the administrative record files at the City.

8 REFERENCES

California Legislative Information, Senate Bill No. 415 (2025), Planning and Zoning, Logistics Use Development Truck Routes,
https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB415.

Kimley-Horn and Associates, Inc. 2026. Air Quality and Health Risk Assessment.

Kimley-Horn and Associates, Inc. 2026, Traffic Noise Assessment.

Kimley-Horn and Associates, Inc. 2026. Vehicle Miles Traveled Analysis.

Kimley-Horn and Associates, Inc. 2026. 2024 MoVal 2040 Project Revised Final Program EIR.

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