

Indian Street Commerce Center

Initial Study



Prepared for
City of Moreno Valley

March 2016



INITIAL STUDY
for the
Indian Street Commerce Center Project

Prepared for:

City of Moreno Valley
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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study addresses potential environmental impacts associated with construction and operation of the proposed Indian Street Commerce Center Project. In summary, the Project proposes approximately 446,350 square feet of light industrial uses within an approximately 19.64-acre site. As currently proposed, 357,080 square feet, or approximately 80 percent of the Project building area would be allocated for distribution warehouse uses; the remaining 89,270 square feet, or approximately 20 percent of the Project building area would be assigned to manufacturing uses.

This IS was prepared pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines. Although this IS was prepared with consultant support, all analysis, conclusions, findings and determinations presented in the IS fully represent the independent judgment and position of the City of Moreno Valley, acting as Lead Agency under CEQA. In accordance with the provisions of CEQA and the State and local CEQA Guidelines, as the Lead Agency, the City of Moreno Valley is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

This Initial Study is an informational document, providing the City of Moreno Valley decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from the Project.

1.2 DISPOSITION OF THIS DOCUMENT

This IS has been prepared to determine the appropriate scope and focus of environmental analysis for the Project. Based on the findings and conclusions of this IS, potential environmental impacts of the Project will be evaluated within an Environmental Impact Report (EIR). The IS and accompanying Notice of Preparation (NOP) for the EIR will be available for review for a total of 30 days, and can be reviewed at the City of Moreno Valley, located at 14177 Frederick Street, Moreno Valley, CA 92552.

The public is encouraged to contact the City of Moreno Valley for information regarding the Project and related CEQA processes.

1.3 DOCUMENT ORGANIZATION

This IS includes the following sections:

Introduction: This Section (1.0) describes the CEQA context and IS format for the Project, and provides a summary of the findings of the IS.

Project Description: This Section (2.0) describes the Project and its objectives.

Environmental Evaluation: This Section (3.0) provides background information regarding the Project and Lead Agency, and presents responses to each question on the CEQA Initial Study Checklist regarding the possible environmental impacts of the Project. The potential environmental impacts are derived from Appendix G of the State CEQA Guidelines. Answers provided in the checklist are substantiated qualitatively in all instances, and quantitatively where feasible and appropriate.

Determination: This Section (4.0) summarizes the results of the Initial Study, and presents the determination regarding the appropriate environmental document for the Project.

Source information cited within this Initial Study is available through, or by contacting, the City of Moreno Valley Planning Department.

1.4 POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS

The analysis presented in this IS indicates that the Project may result in or cause potentially significant effects related to:

- Air Quality;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources;
- Greenhouse Gas (GHG) Emissions/Global Climate Change;
- Hazards and Hazardous Materials;
- Hydrology/Water Quality;
- Noise; and
- Transportation/Traffic.

Consistent with the conclusion and findings of this Initial Study, an EIR will be prepared for the Project. At a minimum, the EIR will evaluate the Project's potential environmental impacts under the topical areas identified above. Additional issues or concerns that may be raised pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project will also be evaluated and addressed in the EIR.

1.5 EFFECTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT

While it has been determined that an EIR will be required, one of the additional purposes of an Initial Study is to focus an "EIR on the effects determined to be significant, identifying the effects determined not to be significant, (and) explaining the reasons for determining that potentially significant effects would not be significant." (State *CEQA Guidelines*, Section 15063(c)). Therefore, one of the key purposes of this Initial Study is to focus the EIR's analysis on impacts that are potentially significant while eliminating potential impacts that are clearly less than significant. The following

list identifies the environmental issues that, pursuant to the findings of this Initial Study, have been determined to pose no potentially significant environmental impacts.

- Aesthetics;
- Agriculture and Forest Resources;
- Geology and Soils;
- Land Use and Planning;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Recreation; and
- Utilities and Service Systems.

These topics are not expected to be carried forward for further evaluation within the Draft EIR. However, as noted in the preceding Section 1.4, based on additional information or concerns that may be raised pursuant to the EIR NOP process and/or scoping meeting(s) conducted for the Project, additional issues may be evaluated and addressed in the EIR.

2.0 PROJECT DESCRIPTION

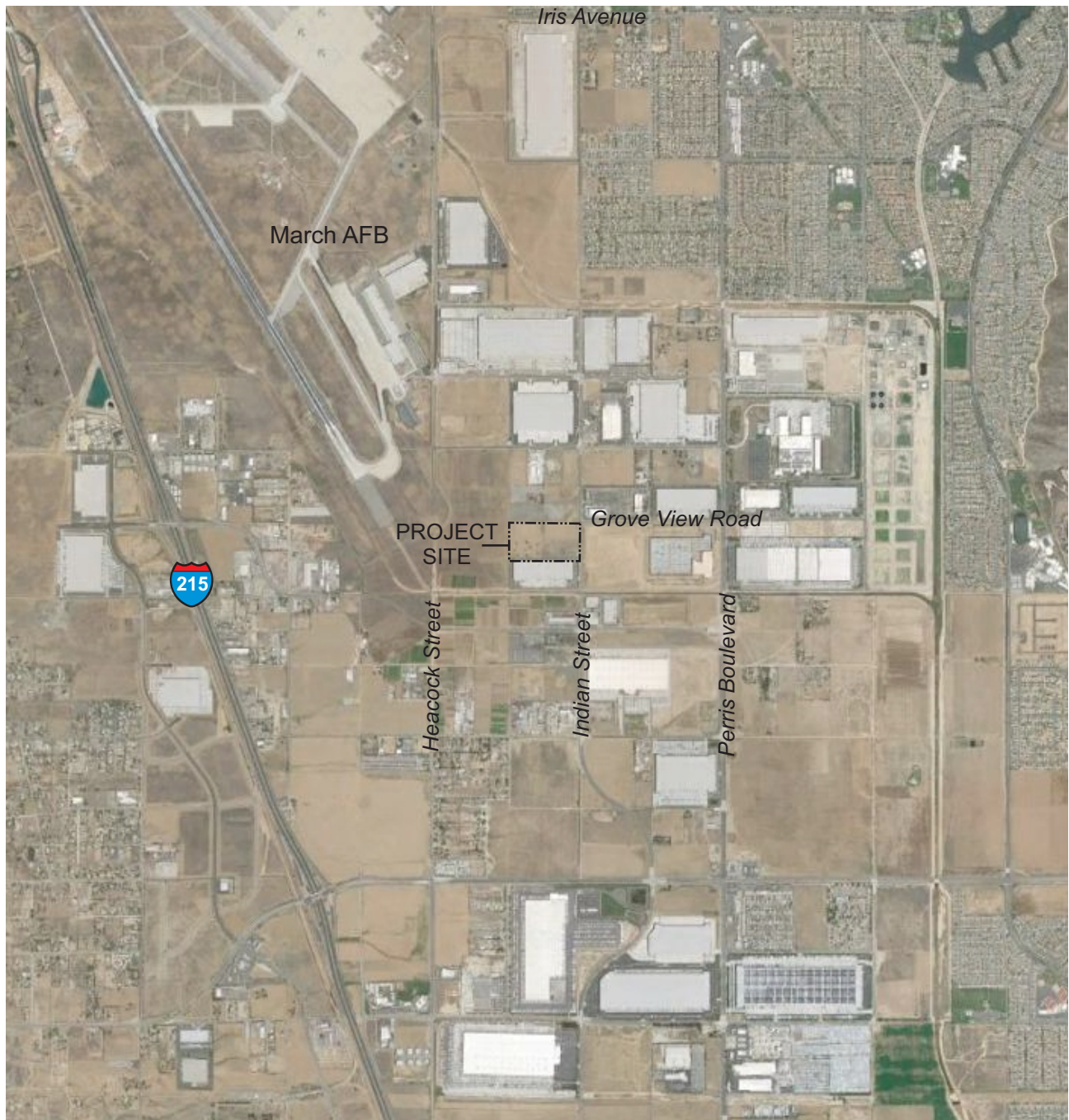
2.0 PROJECT DESCRIPTION

2.1 OVERVIEW

The proposed Indian Street Commerce Center Project (Project), including all facilities proposed within the Project site, on- and off-site supporting improvements, and associated discretionary actions, is the Project considered in this EIR. In summary, the Project proposes approximately 446,350 square feet of light industrial uses within an approximately 19.64-acre site. As currently proposed, 357,080 square feet, or approximately 80 percent of the Project building area would be allocated for distribution warehouse uses; the remaining 89,270 square feet, or approximately 20 percent of the Project building area would be assigned to manufacturing. Supporting office uses would also be incorporated in the building design.

2.2 PROJECT LOCATION AND BOUNDARIES

The Project site is located in the southern portion of the City of Moreno Valley, in western Riverside County. The Project site is located approximately one-half mile westerly of Perris Boulevard and is bounded by Indian Street to the east. Grove View Road (alignment) comprises the Project site northerly boundary. March Air Force Base is located approximately one-third mile westerly of the Project site. Please refer to Figure 2.2-1, *Project Location*.



NOT TO SCALE
Source: Google Earth; Applied Planning, Inc.

2.3 EXISTING LAND USES AND LAND USE DESIGNATIONS

The following discussions summarize existing land use conditions in the Project vicinity and provide general context for the Project.

2.3.1 Existing Land Uses

Project site and vicinity land uses are denoted at Figure 2.3-1 and area land uses are described below. Representative photos of the Project site are presented at Figures 2.3-2 through 2.3-3.

2.3.1.1 Project Site Land Use

The Project site is a roughly rectangular-shaped parcel, totaling 19.64 acres. The Project site address is 17845 Indian Street, Moreno Valley; the site comprises current Assessor's Parcel Numbers (APNs) 316-210-019; 316-210-020; 316-210-057; and 316-210-077. The Project site is essentially level, evidencing elevations generally ranging from 1,464 feet above mean sea level to approximately 1,468 feet MSL. The subject site is vacant and undeveloped and is devoid of notable topographic features or substantial terrain differentials.

The Project site is heavily disturbed by general human activities including routine weed abatement. The subject site is generally characterized as a disturbed field dominated by tumbleweed. A small number of ornamental pines and Chinaberry trees exist in the southwesterly portion of the Project site. Disturbance of the subject site and surrounding properties has reduced the suitability of any remaining habitat to support sensitive plant and wildlife species. Based on habitat requirements for specific species and the availability and quality of habitats needed by each sensitive plant species, it was determined that the Project site does not provide suitable habitat that would support any of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS), or Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) listed plant species known to occur in the general vicinity of the Project site (Project Biological Report, pp. 2 - 3).



NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 2.3-1
Existing Land Uses



Photograph 1: From the southwest corner of the project site, looking west.



Photograph 3: From the northern boundary of the project site looking south.



Photograph 2: Looking north at the eastern boundary of the project site.

Source: Michael Baker, International; Applied Planning, Inc.



Photograph 4: Looking southwest at the middle portion of the project site. The ornamental pines and Chinaberry trees are in the background.



Photograph 5: From the western border of the project site looking east.



Photograph 7: From the southern border of the project site looking northeast.



Photograph 6: Looking east at the ornamental pines located in the southwestern portion of the project site.



Photograph 8: From the southeast corner of the project site looking west.

Source: Michael Baker, International; Applied Planning, Inc.

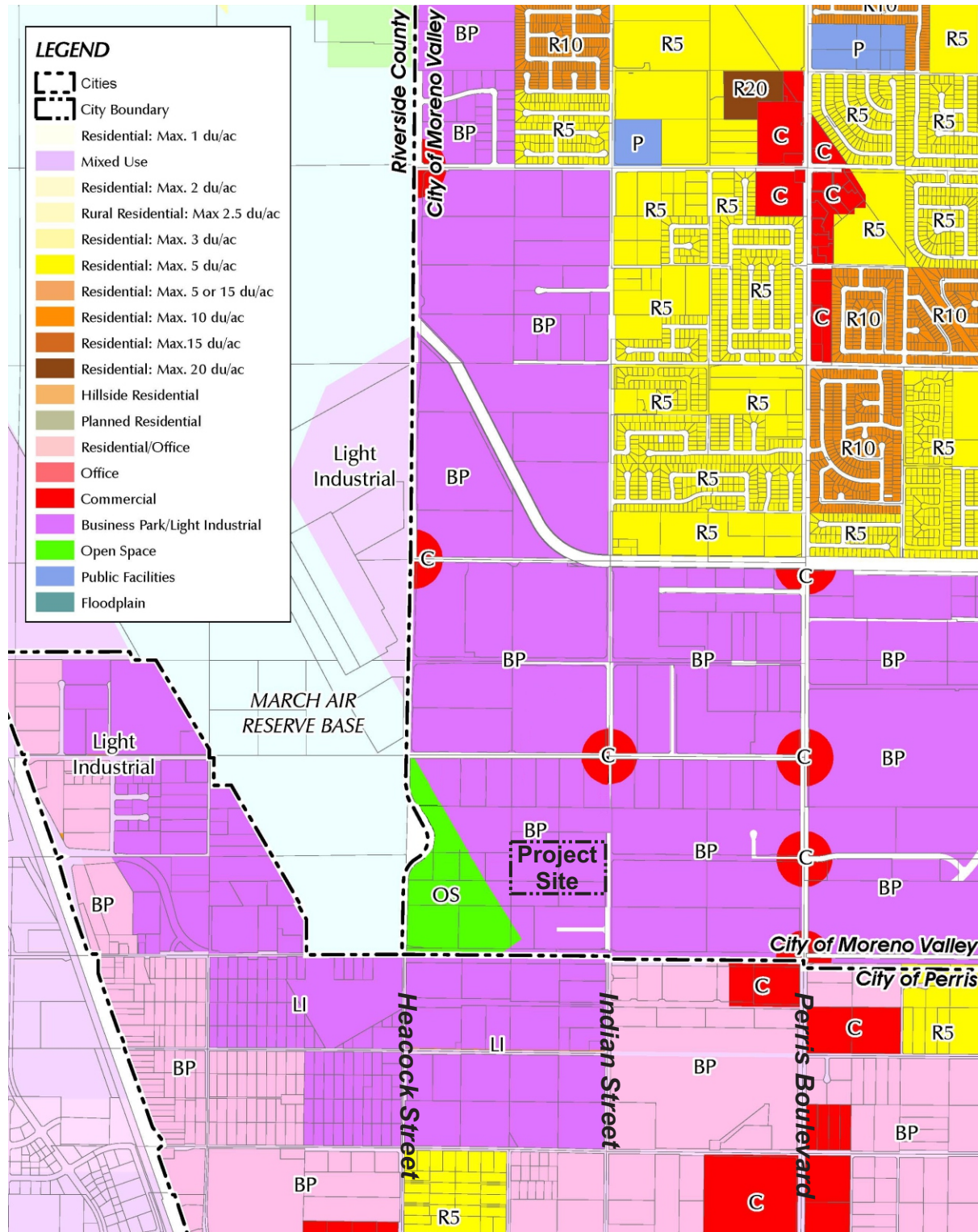
2.3.1.2 Vicinity Land Uses

Northerly adjacent to the Project site, properties are currently vacant or evidence paved parking and storage areas. Easterly of the Project site across Indian Street, properties are vacant and undeveloped. Southerly adjacent to the Project site are distribution warehouse uses similar to those proposed by the Project. Properties westerly adjacent to the Project site are vacant and undeveloped.

2.3.2 Existing Land Use Designations

2.3.2.1 General Plan Land Use

Existing General Plan Land Use and Zoning designations for the Project site and vicinity properties are depicted at Figures 2.3-4 and 2.3-5, respectively. The City of Moreno Valley General Plan Land Use Map designates the Project site as “Business Park/Light Industrial.” As described in the General Plan, “[t]he primary purpose of areas designated Business Park/Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio [FAR] of 1.00 and the average floor area ratio should be significantly less . . .” (City of Moreno Valley General Plan, p. 9-7). Distribution warehouse uses implemented under the Project would total a maximum of approximately 446,350 square feet on approximately 19.64 acres, yielding a FAR of approximately 0.51. Properties adjacent to the Project site on all sides are also designated Business Park/Light Industrial. Approximately 500 feet westerly of the Project site properties are designated “Open Space,” recognizing the Clear Zone (CZ) area established at the southerly terminus of the March Air Force Base runway(s).



Source: T&B Planning; RCTLMA; Applied Planning, Inc.

Figure 2.3-4
General Plan Land Use Designations

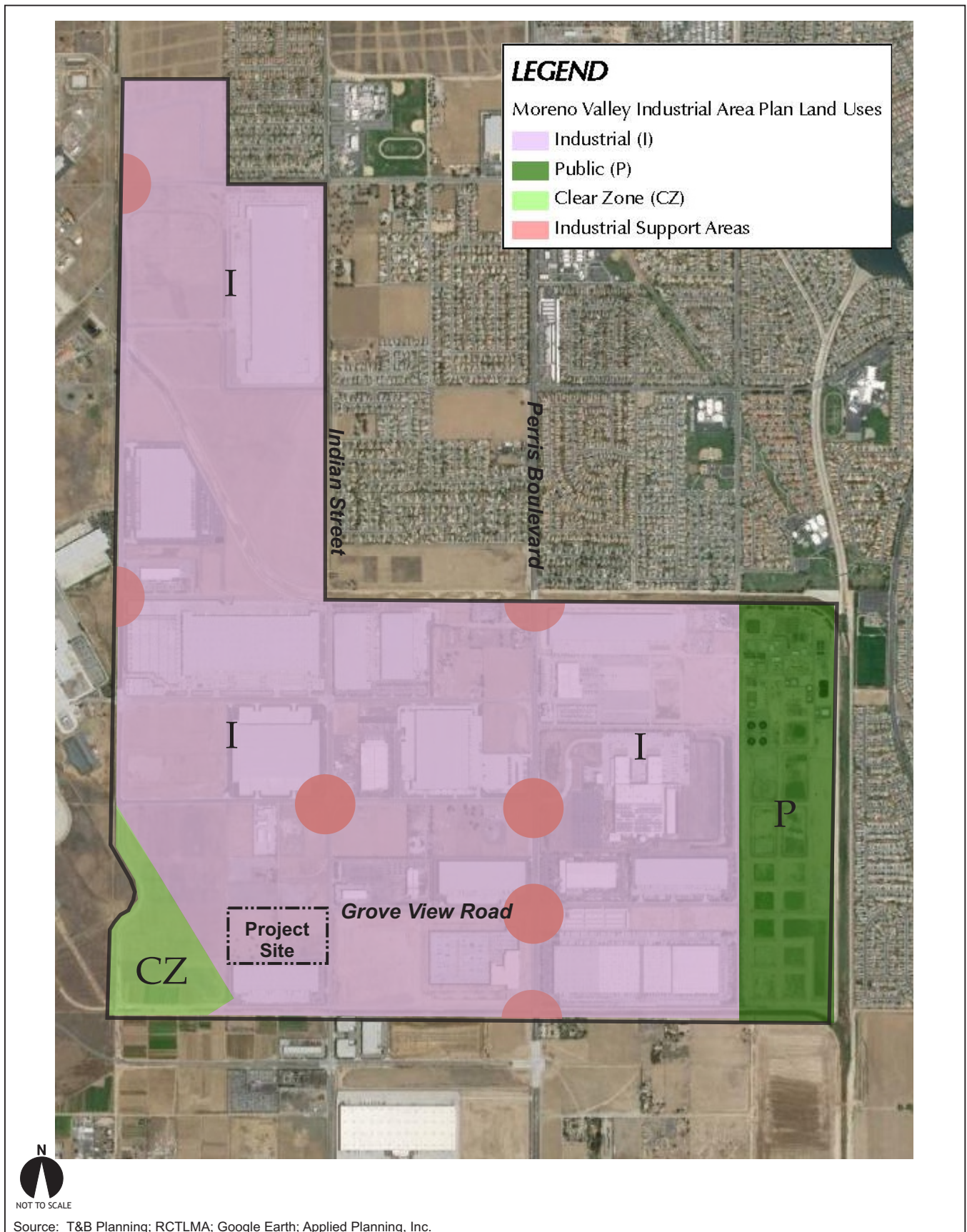


Figure 2.3-5
Existing Zoning Designations

2.3.2.2 Zoning

Current zoning of the Project site and surrounding properties is established under Specific Plan 208 (SP 208), Moreno Valley Industrial Area Plan (MVIAP) (formerly the Oleander Specific Plan). SP 208 land uses, including the Project site, are designated “Industrial.” Development concepts and uses proposed by the Project are permitted or conditionally permitted under the site’s current SP 208 Industrial zoning designation.

2.4 PROJECT ELEMENTS

2.4.1 Site Preparation

The Project area would be grubbed, rough-graded, and fine-graded in preparation of building construction. Any debris generated during site preparation activities would be disposed of and/or recycled consistent with the City’s Source Reduction and Recycling Element (SRRE). Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage.

2.4.2 Project Development Concept

In summary, the Project proposes approximately 446,350 square feet of light industrial uses within an approximately 19.64-acre site. As currently proposed, 357,080 square feet, or approximately 80 percent of the Project building area would be allocated for distribution warehouse uses; the remaining 89,270 square feet, or approximately 20 percent of the Project building area would be assigned to manufacturing uses. Supporting office uses would also be incorporated in the building design. Approximately 53 loading dock doors would be provided along the warehouse’s southerly face.

The Project Site Plan Concept is presented at Figure 2.4-1. Final designs of the Project building will be realized consistent with industrial design requirements and standards of the encompassing Moreno Valley Industrial Area Plan and Municipal Code Section 9.05.040, “Industrial Site Development Standards.”

2.4.3 Access and Circulation

Under the Project Site Plan Concept, primary access to the Project would be provided by two driveways onto existing Indian Street along the site's easterly boundary. Both driveways would be STOP-controlled, and would allow left- and right- turn movements. The Project would also construct all site-adjacent roadway improvements as summarized below, and/or as otherwise required pursuant to the Project Conditions of Approval.

General:

- Roadways adjacent to the Project, site access points and site-adjacent intersections would be designed and constructed consistent with City of Moreno Valley General Plan Circulation Element roadway classifications and respective cross-sections.
- On-site traffic signing and striping plans would be submitted concurrent with submittal of Project construction plans; and would be subject to City review and approval.
- Sight distance at each Project access point would conform to Caltrans and City of Moreno Valley sight distance standards; and would be subject to City review and approval.

Indian Street:

- Construct Indian Street from the northern Project boundary to the southern Project boundary at its ultimate half-section width as a Minor Arterial (88-foot right-of-way), in compliance with applicable City of Moreno Valley standards.

2.4.3.1 Construction Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during Project construction activities including implementation of access and circulation improvements noted above. Accordingly, the Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan (Plan)

to be reviewed and approved by the City Public Works Department. Typical elements and information incorporated in the Plan would include but would not be limited to:

- **Name of on-site construction superintendent and contact phone number.**
- **Identification of Construction Contract Responsibilities** - For example for excavation and grading activities, describe the approximate depth of excavation, and quantity of soil import/export (if any).
- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).
- **Identification and Description Material Storage Locations (if any).**
- **Location and Description of Construction Trailer (if any).**
- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.
- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.
- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The Plan must be reviewed and approved by the City prior to the issuance of the building permit. The Plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

2.4.4 Landscape/Hardscape

The Project would incorporate perimeter and interior landscaping and streetscape elements, acting to generally enhance the Project's visual qualities. Proposed landscaping includes varied trees, shrubs, and ground cover. Design accents, including all landscape/hardscape designs and features are subject to City review and approval. Landscaping will also be provided within and adjacent to the Project retention/detention areas acting to screen and enhance these areas as well as provide treatment for stormwater runoff from the Project site. Final design of the Project's landscaping and hardscape are subject to the City's Design Review processes.

2.4.5 Walls/Screening

An approximately 50-foot wide landscape setback along Indian Street would be provided, acting to screen Project parking areas and generally enhance public views of the Project site. Additionally, a minimum 20-foot landscape setback/edge treatment along the Project's southerly boundary, and an approximately 25-foot wide landscape setback/edge treatment along the Project site westerly boundary would be provided, acting to further screen and enhance views of the Project site. Landscape setbacks and edge treatments would conform to applicable provisions of the MVIAP, and requirements stipulated at Municipal Code Section 9.05.040, "Industrial Site Development Standards."

Internal site features and appurtenances including but not limited to loading dock areas, trash collection areas, and utility pedestals/surface utility boxes, would also be screened.

All walls/screening elements would be designed and implemented consistent with applicable provisions of the encompassing Moreno Valley Industrial Area Plan,

Municipal Code Section 9.08.150, "Screening Requirements," and Section 9.10.160, "Outdoor Storage, Trash Areas, and Service Areas."

Project screening elements, including all screening walls, would be architecturally compatible with other Project facilities. Final design of all proposed screening elements are subject to City Design Review and Approval processes.

2.4.6 Lighting

All Project lighting would be designed and implemented in a manner that precludes potential adverse effects of light overspill consistent with requirements of the MVIAP and as identified at City Municipal Code Section 9.10.110, "Light and Glare." Municipal Code Section 9.16.280, "Applications for Lighting, General Requirements," subsection A. states:

Lighting serves both safety and aesthetic purposes, illuminating dark areas and providing for highlights and accents. Effective lighting would highlight building features, add emphasis to important spaces and create an ambience of vitality and security. The intent of these guidelines is to encourage effective and innovative lighting to be incorporated as an integral component of a project.

Potential light overspill, is addressed through Municipal Code Section 9.10.110, "Performance Standards, Light and Glare," and would be minimized through limited use of freestanding lighting and use of fixed and shielded directional wall-mounted fixtures. The Project lies within 45 miles of the Mt. Palomar Observatory, and would comply with applicable provisions of County of Riverside Ordinance 655 which addresses protection of the night sky from light pollution that would interfere with astronomical observations.

Final design of the Project lighting plan including locations, heights, and performance standards for all Project lighting features and fixtures is subject to the City's Design

Review processes. Detailed lighting plans would be prepared in conjunction with building plan submittals, and would be subject to and City Design Review and Approval processes prior to issuance of building permits.

2.4.7 Signs

Signs for the Project would be designed and implemented consistent with applicable provisions of the MVIAP and Municipal Code Section 9.12, "Sign Regulations." The Project Sign Program would provide detailed guidelines and requirements for facility and informational signs and other graphic displays within the Project area. The Sign Program would afford prospective tenants with the maximum possible exposure in a manner that is consistent with the encompassing Project design concept, and responsive to community visual and aesthetic sensibilities.

2.4.8 Parking

The City of Moreno Valley Municipal Code specifies a parking ratio of one parking space for each 1,000 square feet of gross floor area in a warehouse/distribution building for the first 20,000 square feet; one additional space for each 2,000 square feet of floor area within the second 20,000 square feet; and one additional space for each 4,000 square feet of floor area for areas in excess of the initial 40,000 square feet. Additionally, one parking space is required for every 250 square feet of office uses. In total, pursuant to City parking requirements, the Project would be required to provide an estimated 185 parking spaces. The Preliminary Site Plan Concept provides 188 parking spaces (181 standard spaces, 7 ADA spaces); and 56 additional trailer spaces. No off-site parking is proposed, nor would it be required. Final design of parking areas would be as reviewed and approved by the City through the City's Design Review processes.

2.4.9 Infrastructure/Utilities

The Project site is served by existing mainline utilities services. Primary utilities services are described below.

2.4.9.1 Water/Sewer Services

Water and sewer services would be provided to the Project by the Eastern Municipal Water District (EMWD). Water service extensions to the Project site from existing facilities located in the abutting Indian Street right-of-way would be realized during improvement of the surrounding street system. Sanitary sewer services to the Project would similarly be provided by connection to the existing sewer main located within Indian Street. Alignment of service lines, and connection to existing services would be as required by EMWD. Wastewater would be conveyed from the Project for treatment at the 300-acre Perris Valley Regional Water Reclamation Facility (PVRWRF).

2.4.9.2 Storm Water Management Systems

The Project stormwater management systems comprehensively include proposed drainage improvements, and facilities and programs which act to control and treat stormwater pollutants. Under the preliminary Project Storm Water Management System concept, stormwater runoff from the developed Project site would be directed to on-site bio-retention basins and released in a controlled manner to the existing storm drains located within the Grove View Road and/or Indian Street rights-of-way.

The Project would implement a Storm Water Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) consistent with City requirements. In this manner, the Project would also comply with requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit and other water quality requirements or storm water management programs specified by the Regional Water Quality Control Board (RWQCB). In combination, implementation of the Project SWPPP, WQMP, and compliance with NPDES Permit and RWQCB requirements acts to protect City and regional water quality by preventing or minimizing potential pollutant discharges to the watershed.

2.4.9.3 Solid Waste Management

It is anticipated that Project-generated solid waste would be conveyed by Waste Management of the Inland Empire, to one of three nearby landfills. Solid waste

generated by the Project, and related potential effects on landfill capacities, are minimized through compliance with requirements of the City's Source Reduction and Recycling Element (SRRE). In this regard, City SRRE programs and policies provide for a 50 percent target diversion rate for solid waste, thereby reducing solid waste conveyance and disposal demands.

2.4.9.4 Electricity

Electrical service within the City is provided by Southern California Edison (SCE) and the Moreno Valley Electric Utility. The Moreno Valley Electric Utility (MVU) would provide service to the Project site. New lines installed by the Project would be placed underground. Alignment of service lines and connection to existing services would be as required by the Moreno Valley Electric Utility. Any necessary surface-mounted equipment, such as transformers, meters, service cabinets, and the like, would be screened and would conform to building setback requirements.

It is further noted that to allow for, and facilitate Project construction activities, provision of temporary MVU electrical services improvements would be required. The scope of such temporary improvements are considered to be consistent with, and reflected within the total scope of development proposed by the Project. Similarly, impacts resulting from the provision of temporary MVU services would not be substantively different from, or greater than, impacts resulting from development of the Project in total.

2.4.9.5 Natural Gas

Natural gas service would be provided by the Gas Company. Existing service lines would be extended to the Project uses. Alignment of service lines and connection to existing services would be as required by the Gas Company.

2.4.9.6 Communications Services

Communications services, including wired and wireless telephone and internet services are available through numerous private providers and would be provided on an as-

needed basis. As with electrical service lines, all existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be screened and would conform to building setback requirements.

2.4.10 Energy Efficiency/Sustainability

Energy-saving and sustainable design features and operational programs would be incorporated into all facilities developed pursuant to the Project. Notably, the Project in total would provide sustainable design features necessary to achieve a “Certified” rating under the United States Green Building Council’s Leadership in Energy & Environmental Design (LEED) programs. The Project also incorporates and expresses the following design features and attributes promoting energy efficiency and sustainability.

- The Project design concept allows for inclusion of a photo-voltaic electrical generation system (PV system) capable of generating sufficient power to serve all Project office areas. Energy savings from such a PV system is preliminarily estimated at 160,350 kilowatt hours per year. Alternatively, as a Condition of Approval, the Project would be required to obtain an equivalent amount of electricity from a utility provider that receives its energy from renewable (non-fossil fuel) sources, and provide documentation to this effect to the City.
- All on-site cargo handling equipment (CHE) would be powered by non-diesel fueled engines.
- Regional vehicle miles traveled (VMT) and associated vehicular-source emissions are reduced by the following Project design features/attributes:
 - Sidewalks along the Project site’s Indian Street frontage would be constructed as part of the Project, and would connect to existing and planned sidewalks to

- the north and south of the Project site. Facilitating pedestrian access encourages people to walk instead of drive. The Project would not impose barriers to pedestrian access and interconnectivity.
- Distribution warehouse uses proposed by the Project act to reduce truck travel distances and truck trips within the region by consolidating and reducing requirements for single-delivery vendor truck trips.
 - To reduce water demands and associated energy use, development proposals within the Project site would be required to implement a Water Conservation Strategy and demonstrate a minimum 20% reduction in indoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy).¹ Development proposals within the Project site would also be required to implement the following:
 - Landscaping palette emphasizing drought tolerant plants consistent with the MVIAP and/or City of Moreno Valley requirements;
 - Use of water-efficient irrigation techniques consistent with provisions of the MVIAP and/or City of Moreno Valley requirements;
 - U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and other plumbing fixtures.

Additionally, the Project in total would surpass, by a minimum of 5%, incumbent performance standards established under the Building Energy Efficiency Standards

¹ Reduction of 20% indoor water usage is consistent with the current CalGreen Code performance standards for residential and non-residential land uses. Per CalGreen, the reduction shall be based on the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code.

contained in the California Code of Regulations (CCR), Title 24, Part 6 (Title 24, Title 24 Energy Efficiency Standards).

2.5 PROJECT OPENING YEAR

The proposed Indian Street Commerce Center Project in total would be developed in a manner responsive to market conditions and in concert with availability of necessary infrastructure and services. The anticipated Project Opening Year is 2018.²

2.6 PROJECT OBJECTIVES

The primary goal of the Project is to develop high quality light industrial/business park uses accommodating a variety of prospective tenants. Complementary Project Objectives include the following:

- Implement the City's General Plan through development that is consistent with the General Plan Community Development Element and applicable General Plan Goals, Objectives, Policies and Programs.
- Implement the Moreno Valley Industrial Area Plan through development that is consistent with the Area Plan land uses and development concepts, and in total supports the Area Plan Vision;
- Provide adequate roadway and wet and dry utility infrastructure to serve the Project;
- Provide warehouse uses that are compatible with adjacent land uses;
- Provide an attractive, efficient and safe environment for warehouse uses that is cognizant of natural and man-made conditions;
- Provide warehouse uses responsive to current and anticipated market demands;
- Establish new development that would increase locally available employment opportunities; and would further the City's near-term and long-range fiscal goals and objectives.

² The anticipated Project Opening Year is 2018. Notwithstanding, consistent with City Traffic Impact Analysis (TIA) methodology requirements establishing a likely maximum cumulative traffic impact scenario, the Project opening year is assumed to occur a minimum of 5 years from existing (2015) conditions. Accordingly, the Project TIA reflects an assumed 2020 "opening year" condition.

2.7 PROJECT DISCRETIONARY ACTIONS, PERMITS, CONSULTATIONS

Discretionary actions, permits and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

2.7.1 Lead Agency Discretionary Actions and Permits

- **Certification of the EIR.** The proposed development is a Project under CEQA, and may result in significant environmental impacts. Lead Agency certification of the Project EIR is required;
- **Parcel Map Approval** to consolidate and reconfigure existing parcels defining the Project site, and to provide necessary easements and dedications;
- **Plot Plan Review and Approval** to include Project design and architectural reviews;
- **Construction, grading, and encroachment permits** allowing implementation of the Project facilities within City of Moreno Valley jurisdictional areas; and
- **Vacation and/or dedication of public rights-of-way and easements** as elements of the proposed parcel map, or independent of the map. Rights-of-way and easements would provide public access, and ensure appropriate alignment of and access to infrastructure and utilities.

2.7.2 Other Consultation and Permits

CEQA Guidelines Section 15124 also states that the EIR should, to the extent known, include a list of all the agencies expected to use the EIR in their decision-making (Responsible Agencies, Trustee Agencies), and a list of other permits or approvals required to implement the Project. Based on the current Project design concept, anticipated permits necessary to realize the proposal would likely include, but are not limited to, the following:

- Tribal Resources consultation with requesting Tribes as provided for under *AB 52, Gatto. Native Americans: California Environmental Quality Act*;
- Permitting may be required by/through the Regional Water Quality Control Board (RWQCB) pursuant to requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit;
- Permitting may be required by/through the South Coast Air Quality Management District (SCAQMD) for certain equipment or land uses that may be implemented within the Project area; and
- Various construction, grading, and encroachment permits allowing implementation of the Project facilities.

2.7.3 City Development Applications

In support of requested discretionary approvals and permits noted above, development applications submitted by the Project Applicant include:

- **Plot Plan** approval for the Project facilities; and
- **Tentative Parcel Map** approval to combine and reconfigure existing parcels comprising the Project site.

3.0 ENVIRONMENTAL EVALUATION

3.0 ENVIRONMENTAL EVALUATION

3.1 PROJECT TITLE

Indian Street Commerce Center Project

3.2 LEAD AGENCY NAME AND ADDRESS

The City of Moreno Valley

14177 Frederick Street

Moreno Valley, CA 92552

Contact Person: Ms. Julia Descoteaux

3.3 PROJECT APPLICANT

Sares Regis Group

18802 Bardeen Avenue

Irvine, CA 92612

(949) 756-5959

Contact: Patrick Russell, Senior Vice President, Commercial Development

3.4 PROJECT LOCATION

The Project site is located in the southern portion of the City of Moreno Valley, in western Riverside County. The Project site is located approximately one-half mile westerly of Perris Boulevard and is bounded by Indian Street to the east. Grove View Road (alignment) comprises the Project site northerly boundary. March Air Force Base is located approximately one-third mile westerly of the Project site. Please refer to Initial Study, Figure 2.2-1, *Project Location*.

3.5 GENERAL PLAN AND ZONING DESIGNATIONS

The City of Moreno Valley General Plan Land Use Map designates the Project site as *Business Park/Light Industrial*. Current zoning of the Project site and surrounding properties is established by Specific Plan 208 (SP 208), Moreno Valley Industrial Area Plan (MVIAP) (formerly the Oleander Specific Plan). SP 208 land uses, including the Project site, are designated *Industrial*. Development concepts and uses proposed by the Project allowed and anticipated under the site's General Plan *Business Park/Light Industrial* land use designation; and are permitted or conditionally permitted under the site's current SP 208 *Industrial* zoning designation. No change in land use designation is required, or proposed.

3.6 EXPLANATION OF CHECKLIST CATEGORIES

CEQA suggests format and content for environmental analyses, including Initial Study Checklists such as presented here, to assist in evaluation of a project's potential environmental effects. The Checklist presented in this Section conforms to the suggested Checklist format and presentation of information identified at *CEQA Guidelines*, Appendix G.

3.6.1 EXPLANATION OF CHECKLIST CATEGORIES

Potential environmental effects of the Project are classified and described within the Checklist under the following general headings:

"No Impact" applies where the impact does not apply, or this is little of no possibility of the impact to occur. For example, if the project site is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture would be marked as "No Impact."

"Less-Than-Significant Impact" applies where the impact could occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development that would increase traffic volumes at area intersections, but would not

cause levels of service or other threshold measures to be exceeded, would be considered to have a less-than-significant impact.

“Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” Incorporated mitigation measures should be outlined within the Checklist and a discussion should be provided that explains how the measures reduce the impact to a less-than-significant level. This designation is appropriate for a Mitigated Negative Declaration, where all potentially significant issues have been analyzed and mitigation measures have been recommended that reduces all impacts to levels that are less-than-significant.

“Potentially Significant Impact” applies where the project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as “Potentially Significant Impact,” an environmental impact report (EIR) is required.

3.7 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
I. AESTHETICS. Would the proposal:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rocks, outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect the day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-b) *Less-Than-Significant Impact.* The Project site is located in an urbanized area. Implementation of the Project would not affect scenic vistas or scenic resources within the vicinity of a designated scenic highway. The closest designated scenic highways are State Route 60 and Moreno Beach Drive; each located approximately 5 miles from the Project site. The Project site is vacant, and therefore no historic buildings would be directly affected by Project implementation. Nor does the Project propose or require uses or facilities that would affect any off-site historic buildings. Based on the preceding discussion, the Project's potential to result in impacts on scenic vistas or scenic resources, including historic buildings, is considered less-than-significant.

- c) *Less-Than-Significant Impact.* The Project site is heavily disturbed by general human activities and routine weed abatement. The subject site is generally characterized as a disturbed field dominated by tumbleweed. A small number of ornamental pines and Chinaberry trees exist in the southwesterly portion of the Project site.

Transition of the site from its current disturbed and vacant state to a site developed with uses proposed by the Project would tend to enhance the visual character and quality of the site and vicinity through the introduction of contemporary light industrial structures and associated landscape/streetscape elements.

Preliminary concepts for the Project propose contemporary light industrial architectural designs representing an appropriate and compatible continuation of light industrial uses constructed within the MVIAP. Final design concepts for the Project would conform to the applicable MVIAP design guidelines and development standards; and in instances where the MVIAP is silent, the Project would conform to applicable City Municipal Code (zoning) design guidelines and development standards. The Project would also implement additional or alternative landscape elements and architectural solutions that may be specified by City staff and incorporated as Project Conditions of Approval (COA). All Project designs would be subject to City review and approval.

Based on the preceding discussion, the potential for the Project to substantially degrade the existing visual character and quality of the site and its surroundings is considered less-than-significant.

- d) *Less-Than-Significant Impact.* Illumination of Project entrances, walkways, and parking areas would introduce new sources of light to the site and vicinity. Light sources within the Project site would likely include building-mounted, wall-mounted, and pole-mounted light fixtures; and illuminated signs. All Project lighting would comply with MVIAP and City requirements, and would be designed and implemented in a manner that ensures adequate site illumination;

minimizes or precludes light overspill and glare; and that would not otherwise result in potentially adverse impacts. Compliance with MVIAP and City standards would minimize any potential aesthetic impacts of Project light and glare to levels that would be less-than-significant.

It is also recognized that the Project is located within one-third mile of March Air Reserve Base/Inland Port Airport (MARB/IPA). Certain facilities proposed by the Project, e.g., roof-mounted photo-voltaic (PV) solar panels could result in glare impacts that could affect MARB/IPA operations. Hazards that could result from Project light and glare will be addressed under the EIR topical discussion of *Hazards and Hazardous Materials*. Mitigation measures will be proposed for any impacts determined to be potentially significant.

Sources: Moreno Valley General Plan; Moreno Valley Industrial Area Plan; Moreno Valley Municipal Code Section 9.08.100 *Lighting*; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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. Would the Project:				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a–c) *No Impact*. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Nor is the Project site zoned for forest lands, timberlands, or timberland production. The Project would have no effect on farmlands, forest lands or timberlands. No Williamson Act contracts are in place for the subject site. For these reasons, the Project would not conflict with any existing agricultural zoning designations, nor affect any existing Williamson Act contract(s).

- d) *No Impact.* There are no lands within the City of Moreno Valley that qualify as forest land or timberland. Further, there are no areas within the City that are zoned as forest land, timberland, or timberland production. The Project would therefore have no impact regarding loss of forest lands or conversion of forest lands to non-forest use.
- e) *No Impact.* There are no forest lands or farm lands on the Project site; and the Project would have no effect on any off-site forest lands or farm lands. The Project does not involve or propose other changes to the environment which could result in the conversion of farm land or forest land to other uses. Therefore, there is no potential for conversion of forest land to a non-forest use or conversion of farm land to a non-agricultural use.

Sources: Moreno Valley General Plan; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
III. AIR QUALITY - 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. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
exceed quantitative thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Potentially Significant Impact.* The Project is located within the South Coast Air Basin (Basin) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is locally responsible for administration and implementation of the Air Quality Management Plan (AQMP). Development of the Project could result in the production of additional criteria air pollutants which may interfere with, or obstruct, the SCAQMD's implementation of the AQMP. These potential impacts will be addressed in the EIR, and mitigation measures will be developed to address any potentially significant impacts.
- b–d) *Potentially Significant Impact.* Construction activities associated with the Project implementation would generate fugitive dust and construction vehicle emissions. Ongoing occupation and use of Project facilities would generate vehicular trips and associated vehicular-source air pollutant emissions; buildings proposed by the Project would result in energy consumption, associated primarily with heating and air conditioning, which would generate air pollutant emissions.

Construction-source and operational-source emissions resulting from the Project may contribute to existing and projected exceedances of criteria pollutants within

the Basin, and could exceed air quality standards and thresholds of significance established by the SCAQMD. Regional and localized air quality impacts of the Project will be evaluated in the Project EIR. Mitigation measures will be developed to address any potentially significant impacts.

- e) *Less-Than-Significant Impact*. Temporary and intermittent odor releases may occur during Project construction. Potential construction-source odors include but are not limited to: diesel exhaust, asphalt/paving materials, glues, paint, and other architectural coatings. The Project does not propose facilities or on-going operations that would create objectionable odors affecting a substantial number of people.

Construction-source and operational-source odor impacts are controlled as a byproduct of hazardous/potentially hazardous materials handling plans and Best Management Practices implemented under SCAQMD Rule 402 et al.; and pursuant to performance standards articulated in the MVIAP.

Sources: SCAQMD Rule 402; MVIAP; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Potentially Significant Impact.* The Project may result in impacts to candidate, sensitive, or special status species. Specifically, the Project site and surrounding area may provide habitat for, and may be occupied by, the western burrowing owl—a California Department of Fish and Wildlife (CDFW) species of special concern. A biological resources assessment will be prepared as an element of the Project EIR. The assessment will identify and address potential direct and indirect

impacts to candidate, sensitive, or special status species. Mitigation measures will be developed to address any potentially significant impacts.

- b–c) *Potentially Significant Impact*. The Project’s potential to adversely affect any riparian habitat or other sensitive natural community will be evaluated as part of the biological resources assessment and summarized within the Project EIR. Mitigation measures will be developed to address any potentially significant impacts.
- d) *Potentially Significant Impact*. The Project’s potential to interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites will be evaluated as part of the biological resources assessment and summarized within the Project EIR. Mitigation measures will be developed to address any potentially significant impacts.
- e, f) *Less-Than-Significant Impact*. The Project would comply with Municipal Code biological survey and biological fee mitigation requirements (Municipal Code Chapter 8.60, *Threatened and Endangered Species*). Additionally, the Project would adhere to all applicable General Plan Policies, specifically compliance with the MSHCP. There are no other known local ordinances protecting biological resources within the City. The Project’s potential to conflict with any local policies or ordinances protecting biological resources is therefore considered less-than-significant.

Sources: Moreno Valley General Plan; Moreno Valley Municipal Code; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a–c) *Potentially Significant Impact.* The Project EIR will present the results of a Cultural Resources Investigation to be performed for the Project site. The Cultural Resources Investigation in total will address the potential for the Project to result in impacts to historic, archaeological, prehistoric and paleontological (fossil) resources, including those that may be present onsite within a buried context.
- d) *Less-Than-Significant Impact.* The likelihood of encountering human remains in the course of Project development is minimal. However, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law,

following the provisions of State *CEQA Guidelines* Section 15064.5. Based on compliance with these existing regulations, the Project's potential to disturb human remains is considered less-than-significant.

Source: Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VI. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Potentially Significant Impact.* The Project Cultural Resources Investigation will encompass potential effects of the Project on Tribal Cultural Resources. There are no known Tribal Cultural Resources within the Project site. Nor is it anticipated that the Project would adversely affect off-site Tribal Cultural Resources. Notwithstanding, Tribal Resources consultation with requesting Tribes will be accomplished as provided for under AB 52, Gatto. *Native Americans: California Environmental Quality Act*. Pending completion of any requested Tribal Consultation(s), the potential for the Project to cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 is considered potentially significant and will be addressed in the Project EIR. Mitigation measures will be proposed if/as required.

Source: Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a, i) *Less-Than-Significant Impact*. There are no known active or potentially active faults traversing the Project site. The site is not located within an Alquist-Priolo Zone or an earthquake hazard zone, as mapped by the City (City of Moreno Valley General Plan EIR, Figure 5.6-2, *Seismic Hazards*). On this basis, the potential for the Project to expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault is considered less-than-significant.

a, ii) *Less-Than-Significant Impact*. The Project site is located in a region known to be seismically active and strong seismic ground-shaking could be anticipated during an earthquake event of sufficient magnitude. The nearest known active fault is the San Jacinto-San Jacinto Valley fault, located approximately 8–9 miles east/northeasterly of the site. This fault could generate an earthquake of a magnitude that could damage Project improvements developed within the site.

The California Building Code requires construction methods that minimize the effects of earthquakes on structures. As part of the City's standard review and approval of development projects, any new development must provide a geotechnical study for review and approval by the Building & Safety Official; and comply with the requirements of the approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC). Compliance with these requirements reduces potential strong seismic ground-shaking impacts to levels that are less-than-significant.

a, iii) *Less-Than-Significant Impact*. Liquefaction and seismically-induced settlement or ground failure are generally associated with strong seismic shaking in areas where groundwater tables are at relatively shallow depths (within 50 feet of the ground surface) and/or when the area is underlain by loose, cohesionless deposits. During a strong ground-shaking event, saturated, cohesionless soils may acquire a degree

of mobility to the extent that the overlying ground surface distorts. In extreme cases, saturated soils become suspended in groundwater and become fluid-like.

The Project site is not located within a potential liquefaction zone (City of Moreno Valley General Plan EIR, Figure 5.6-2, *Seismic Hazards*). Further, the Project Geotechnical Study (*Geotechnical Investigation, Proposed Warehouse Development, Southwest Corner of Indian Avenue and Grove View Road, Moreno Valley, California* [NorCal Engineering] July 21, 2014) indicates that the Project site is underlain by very stiff/dense soil conditions below historic high groundwater level of 30 feet below grade, and is therefore not substantively affected by potential liquefaction hazards (Project Geotechnical Study, p. 8). Further, the Project would be required to comply with the requirements of a final City-approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC) that would act to minimize any liquefaction or ground-failure concerns that may be encountered. Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, involving liquefaction or ground-failure is less-than-significant.

- a, iv) *No Impact*. The Project site is essentially level, evidencing elevations generally ranging from 1,464 feet above mean sea level (MSL) to approximately 1,468 feet MSL. The subject site is devoid of notable topographic features or substantial terrain differentials. For this reason, the site is not internally susceptible to landslides. Adjacent properties also present little topographic relief. The Project would not create any dangerous conditions related to cut/fill slopes. As such, the potential for landslides or mudflows does not exist in the Project vicinity.
- b) *Less-Than-Significant Impact*. Construction activities associated with the Project would temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully implemented. Potential erosion impacts incurred during construction activities are mitigated below the level of significance through the Project's mandated compliance with a City-approved Storm Water

Pollution Prevention Plan (SWPPP) in compliance with the NPDES General Permit for storm water discharges from construction activities. The proposal involves construction of conventional commercial/retail facilities and supporting site improvements within an essentially level area of the City. The Project does not propose to significantly alter existing topography. Based on the preceding, potential impacts associated with erosion or changes in topography, including loss of topsoil are considered less-than-significant.

- c) *Less-Than-Significant Impact.* The Project Geotechnical Study in total indicates that the Project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project. Further, the Project would be required to comply with the requirements of a final City-approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC) that would act to minimize any unstable soils, unstable geologic units that may be encountered. On this basis, the potential for the Project to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse is less-than-significant.

- d) *Less-Than-Significant Impact.* The Project Geotechnical Study indicates that soils within the Project site have a low expansion potential, but would require attention during Project design and maintenance (Project Geotechnical Study, p. 15). The Project Geotechnical Study provides Expansive Soils Guidance (Project Geotechnical Study, p. 21) that would ensure the Project would not be affected by any expansive soils that may be encountered in the course of Project development. Further, the Project would be required to comply with the requirements of a final City-approved geotechnical report, and applicable provisions of the Uniform Building Code (UBC) and California Building Code (CBC) that would act to minimize any expansive soil concerns that may be encountered. Based on the

preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, involving expansive soils is less-than-significant.

- e) *No Impact.* Project wastewater would be conveyed by the municipal sanitary sewer system to area-serving wastewater treatment facilities. No septic tanks or other alternative wastewater disposal systems are proposed. There is no potential for adverse impacts due to soils limitations relative to septic tanks or alternative waste water disposal systems.

Sources: Moreno Valley General Plan; *Geotechnical Investigation, Proposed Warehouse Development, Southwest Corner of Indian Avenue and Grove View Road, Moreno Valley, California* (NorCal Engineering) July 21, 2014; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a-b) *Potentially Significant Impact.* The Project's contribution to greenhouse gases emissions may be potentially significant, and will be evaluated in the Project EIR.

Mitigation measures will be proposed for any impacts determined to be potentially significant.

Sources: Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 for the people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
hazard for the people residing or working in the project area?				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a–b) *Less-Than-Significant Impact*. During the normal course of construction activities, there will be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. The Project is required to comply with Hazardous Materials Management Plans and regulations addressing transport, use, storage and disposal of these materials.

The Project does not propose uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. Mandated compliance with existing regulations also reduces the potential for risk of accidental explosion or release of hazardous substances.

Phase I Environmental Site Assessment 17845 Indian Street Moreno Valley, California (Project Phase I ESA) concludes that there is “[n]o evidence or indication of RECs, or conditions indicative of releases or threatened releases of hazardous substances on, at, in, or to the site . . .” (Project Phase I ESA, p. 1).

Based on the preceding, the potential for the Project to create or result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or create or result in 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 is considered less-than-significant.

- c) *No Impact.* There are no existing schools, and no schools are proposed, within one-quarter mile of the Project site. The school nearest the Project site is Morning Dove Christian School (25065 Morning Dove Way); a private school located approximately 1.5 miles to the northeast of the Project site. The nearest public school is Mary McLeod Bethune Elementary School, located approximately 1.7 miles northeasterly of the Project site, at the southwest corner of Krameria Avenue at Kitching Street. Accordingly, the Project would have no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d) *No Impact.* The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Neither would the Project potentially affect, or be affected by, off-site locations listed pursuant to Government Code Section 65962.5. The Project would therefore not create or result in a significant hazard to the public or the environment regarding or related to Government Code Section 65962.5.
- e-f) *Potentially Significant Impact.* The Project site is located approximately one-third mile easterly of March Air Reserve Base/Inland Port Airport (MARB/IPA). MARB/IPA airfield is a joint-use airport, operated by the March Air Reserve Base and the March Inland Port Airport Authority. As discussed below, the Project may affect, or could be affected by facilities and operations of MARB/IPA.

Air Installation Compatible Use Zone (AICUZ) Considerations

To promote compatible land use in areas around Air Force Installations, the Air Force developed the Air Installation Compatible Use Zone (AICUZ) Program. The Program is intended to provide information concerning aircraft accident hazards to communities surrounding Air Force installations and to prevent incompatible development in areas affected by aircraft operations.

Air crash hazards and land use compatibility associated with the MARB airfield were analyzed in the AICUZ Report (Report) prepared by the Air Force in 1998, and updated in 2005. The Report mapped and classified hazard areas into various categories indicating the potential for these areas to be subject to aircraft crashes. These areas included: areas on or adjacent to the runway; clear zone areas under runway approach/departure paths; Accident Potential Zone (APZ) I; and Accident Potential Zone (APZ) II. Aircraft Noise Compatibility Zones are also identified in the Report. As presented in the Report, airfield accident risks are greatest within the clear zones located at either end of the airfield runway(s). Areas with greatest potential exposure to aircraft noise are those areas that align with and parallel the airfield runways. The Project EIR will evaluate the Project's consistency with the AICUZ Program, including the potential for the Project to result in or cause safety hazards in the context AICUZ Program criteria and performance standards. Mitigation will be proposed for any impacts determined to be potentially significant.

Airport Land Use Compatibility Plan (ALUCP) Considerations

Land use compatibility issues, including potential safety concerns relative to MARB/ IPA operations are also addressed in *March Air Reserve Base /Inland Port Airport Land Use Compatibility Plan* November 13, 2014 (Airport Land Use Compatibility Plan, ALUCP). As one component of the ALUCP, various Safety Zones/Referral Areas surrounding the Airport are delineated, defining special land use requirements and development limitations. The Project EIR will evaluate the Project's consistency with the ALUCP, including the potential for the Project to

result in or cause safety hazards in the context of ALUCP criteria and performance standards. Mitigation will be proposed for any impacts determined to be potentially significant.

- g) *Less-Than-Significant Impact*. The Project does not propose or require designs or activities that would interfere with any identified emergency response or emergency evacuation plan. Temporary alterations to vehicle circulation routes associated with Project construction are addressed through the Project Construction Traffic Management Plan (please refer to IS Section 2.0, *Project Description*, Subsection 2.4.3.1, *Construction Traffic Management Plan*). Ongoing coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan is therefore considered less-than-significant.
- h) *No Impact*. The Project site is located in an area that has been largely urbanized, and there are no wildlands within or adjacent to the Project area. On this basis, there is no potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires. It may be noted that the Project site and surrounding areas are currently provided fire protection and emergency response services by the Moreno Valley Fire Department under contract with the Riverside County Fire Department. Development fees and taxes paid by the Project act to offset its incremental demands for fire protection services.

Sources: Moreno Valley General Plan; *Air Installation Compatible Use Zone Study for March Air Reserve Base* August 2005; *March Air Reserve Base /Inland Port Airport Land Use Compatibility Plan* November 13, 2014; *Phase I Environmental Site Assessment 17845 Indian Street Moreno Valley, California* (Ardent Environmental Group, Inc.) July 15, 2015; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a, c–f) *Potentially Significant Impact.* Impervious surfaces created by the Project would result in decreased natural absorption rates and potentially increased rates and volumes of surface runoff. Additionally, runoff from the Project area may include oils from paved areas and other chemicals which may contribute to degradation of offsite surface waters.

The Project would be developed and operated in compliance with all applicable City and Regional Water Quality Control Board (RWQCB) regulations and water quality standards. More specifically, design, construction, and operation of Project stormwater management systems, and development and implementation of Standard Urban Stormwater Mitigation Plan (SUSMP) requirements would be realized consistent with applicable City and RWQCB requirements. Analysis of potential impacts in regard to stormwater management and stormwater discharge quality will be included in the Project EIR. Mitigation measures will be incorporated to address any potentially significant impacts.

b) *Less-Than-Significant Impact.* The Project would not contribute to groundwater depletion, nor discernibly interfere with groundwater recharge. Water is provided throughout the City by the Eastern Municipal Water District (EMWD, District). Groundwater which may be consumed by the Project and the City as a whole is

recharged pursuant to the District's policies and programs. The Project would not impinge on, nor would otherwise affect, designated recharge areas.

Direct additions or withdrawals of groundwater are not proposed by the Project. Further, construction proposed by the Project will not involve substructures at depths or other subsurface features that would significantly impair or alter the direction or rate of flow of groundwater. Based on the preceding discussions, the Project's potential impacts to groundwater availability, quality, or recharge capabilities, are considered less-than-significant.

- g-h) *No Impact*. The Project does not propose the construction of housing. General Plan Safety Element, Figure 6-4, *Flood Hazards* indicates that the Project site is not located within a 100-year flood hazard zone. As such, no placement of structures in a 100-year flood hazard zone would occur as a result of Project implementation and no impact would occur relative to the placement housing or other structures within a mapped 100-year flood hazard area.
- i) *Less-Than-Significant Impact*. Portions of the City could be affected by failure of Lake Perris Dam. General Plan Safety Element, Figure 6-4, *Flood Hazards* indicates that the Project site is located outside the identified Lake Perris Dam Potential Inundation Area. The Project is not subject to potential inundation as the result of failure of any other known dam or levee. The potential for people or structures to be subjected to substantial risk of loss, injury or death involving flooding as a result of the failure of a levee or dam is therefore considered less-than-significant.
- j) *No Impact*. Relative to the Project site, the nearest substantive body of water is Lake Perris, located approximately 2.3 miles easterly of the Project site. At this distance, the Project site is not considered susceptible to seiche-related hazards originating at Lake Perris. The Project site is located approximately 40 miles easterly of coastal waters, and is approximately 1,470 feet above mean sea level. As such, the Project site is not subject to tsunami hazards. No slopes of significance have been

identified on or near the Project site, and the Project site has not historically been affected by mudflows.

Based on the preceding, impacts related to tsunamis, seiche, or mudflow would not affect the Project.

Sources: Moreno Valley General Plan; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The Project site is located within an area designated for industrial uses, within an urbanized area of similar land uses. No established communities exist within the Project site, nor does the Project propose or require elements or operations that would divide an off-site community. Based on the preceding, the potential for the Project to physically divide an established community is considered less-than-significant. Potential off-site effects of the

Project related to traffic, air quality, noise, etc., will be addressed within correlating topical Sections of the Project EIR.

- b) *Less-Than-Significant Impact*. Uses proposed by the Project are consistent with the site's current *Business Park/Light Industrial* General Plan Land Use designation; and the site's *Industrial* Zoning designation established under the MVIAP. No change in land use designation is required or proposed. The Project would therefore not conflict with City General Plan and Zoning policies and requirements.
- c) *Less-Than-Significant Impact*. The Project would comport with all requirements of the MSHCP. The Project is not subject to the provisions of any other any habitat conservation plan or natural communities conservation plan. On this basis, the potential for the Project to conflict with any applicable habitat or natural communities conservation plan is considered less-than-significant.

Sources: Moreno Valley General Plan; Moreno Valley Industrial Area Plan; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and to the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a-b) *No Impact.* The Moreno Valley General Plan EIR concludes that there are no regionally or statewide significant mineral resources located within the City (General Plan EIR, p. 5.14-2). Additionally, the City has fully adopted and implemented the California Surface Mining and Reclamation Act (SMARA). SMARA regulations govern the extraction of mineral resources and eventual reclamation of mining operations; allowing for the mining of any locally-important mineral resources while precluding or minimizing potentially adverse environmental effects. On this basis, development of the Project would not result in any impacts to mineral resources that would be of future value to the region and the residents of the State.

Sources: Moreno Valley General Plan; Moreno Valley General Plan EIR; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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 expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

a–d) *Potentially Significant Impact.* Construction of the Project would temporarily and intermittently increase localized noise levels, and occupation of Project facilities will establish long-term stationary/area noise sources. These noise sources could adversely affect any nearby sensitive receptors.

Further, Project traffic, including delivery truck operations, may increase noise levels along affected roadways, with potentially adverse effects at receiving land uses. A Project-specific Noise Impact Study will be prepared to examine potential noise impacts associated with implementation and operations of the Project. Project-related noise impacts will be discussed in the EIR. Mitigation measures will be proposed for impacts determined to be potentially significant.

e) *Potentially Significant Impact.* The Project site is located approximately one-third mile easterly of MARB/IPA and could be affected by noise generated by MARB/IPA airfield facilities and operations. The potential for the Project to be affected by noise generated by MARB/IPA facilities and operations will be addressed in the Project EIR. Mitigation measures will be proposed for impacts determined to be potentially significant.

- f) *No Impact.* No private airstrips are located within the Project vicinity. The Project will not result in impacts in this regard.

Sources: Moreno Valley General Plan; *Air Installation Compatible Use Zone Study for March Air Reserve Base*; *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in the area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* The Project does not propose new residential development and would not directly contribute to population growth within the City. Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities, with little or no measurable increase in the City resident population. Significant population growth is therefore not anticipated to occur as a direct result of Project implementation.

Development proposed by the Project site is consistent with that envisioned under the City General Plan; and the Project is located within an urbanized area that is already served by roadways, utilities, and other infrastructure. Therefore, development proposed by the Project, and any associated infrastructure improvements are unlikely to encourage unanticipated population growth.

Based on the preceding, the potential for the Project to induce substantial growth directly or indirectly is considered less-than-significant.

b–c) *No Impact*. The General Plan Land Use designation of the Project site is *Light Industrial/Business Park*; Zoning for the site is *Industrial*. No housing exists within the Project site, and the Project does not propose uses or activities that would otherwise displace housing assets or persons. Based on the preceding the Project would have no impacts related to displacement of housing or displacement of people.

Sources: Moreno Valley General Plan; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of the 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:				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

a-b) *Less-Than-Significant Impact*. Development of the Project could result in incremental increased demands for fire protection and law enforcement services. Primary fire protection services to the Project area are currently provided by Moreno Valley Fire Department, under contract with the Riverside County Fire Department. The fire station nearest the Project site is Fire Station 65 (15111 Indian Street), located approximately 2.75 miles northerly of the Project site.

Police protection and crime prevention services are provided by the Moreno Valley Police Department, under contract with the Riverside County Sheriff's Department. The Police Station is located at 22850 Calle San Juan De Los Lagos, approximately 3.75 miles northwesterly of the Project site.

The Project, of itself, is not of sufficient scale or scope to warrant or necessitate the construction or substantive expansion of fire or police protection facilities. That is, these facilities are master planned to serve the City and region as a whole; and to respond to area-wide growth and demographic trends; not to the implementation of single conventional light industrial projects of less than 500,000 square feet, such as proposed by the Project.

Permit and inspection fees; and tax revenues generated by the Project would provide funding that would be generally available to supplement existing fire protection and police protection service levels. Specifically, the Project would be required to comply with the City of Moreno Valley Development Impact Fee Ordinance (Ordinance No. 695). Fees collected pursuant to Ordinance No. 695 would act to offset incremental Project-related fire protection and police protection services demands.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire or police protection facilities is considered less-than-significant.

- c) *Less-Than-Significant Impact.* Employment opportunities created by the Project may result in increased secondary impacts to school and park facilities. Both the Moreno Valley Unified School District (MVUSD) and the Val Verde Unified School District (VVUSD) provide educational facilities and services to the City of Moreno Valley. Increased student population could result from requests for Intra-District Transfers from employees of the Project wanting to enroll their children in schools closer to their place of employment. The Project would not however, contribute substantially to the resident population base using school facilities. The potential for secondary effects of the Project to result in substantial adverse physical impacts associated with new or physically altered school facilities is therefore considered less-than-significant. The Project would pay required school impact fees, acting to offset any incremental effects to area school services and school facilities.
- d) *Less-Than-Significant Impact.* Light industrial uses proposed by the Project would not introduce new residences to the area or otherwise create substantive additional demands for park facilities or park services. As such, the potential for the Project to result in substantial adverse physical impacts associated with new or physically altered park facilities is therefore considered less-than-significant.

- e) *Less-Than-Significant Impact*. Development of the Project would require established public agency oversight including, but not limited to, plan check and permitting actions by the City Planning Division, City Public Works Department, Moreno Valley Police Department, and the Moreno Valley Fire Department. These actions typically fall within routine tasks of these agencies and are paid for via plan check and inspection fees. The potential for the Project to result in substantial adverse physical impacts associated with new or physically altered other public facilities is therefore considered less-than-significant.

Sources: Moreno Valley General Plan; Moreno Valley Municipal Code (Ordinance No. 695); Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact*. The Project does not propose elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. As such, the

Project's potential to result in increased demands on neighborhood or regional parks or other recreational facilities is considered less-than-significant.

- b) *No Impact.* The construction of recreational facilities is not included in the Project proposal, nor will the Project require the construction or expansion of recreational facilities. Neither Project construction nor operations are anticipated to negatively impact any surrounding recreational facilities. As such, the Project will have no impact in this regard.

Sources: Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVII. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a–b, d) *Potentially Significant Impact*. The Project has the potential to increase vehicular traffic along area roads. A comprehensive Traffic Impact Analysis (TIA) will be prepared to examine potential impacts of the Project to area transportation/traffic facilities and operations. Mitigation measures will be proposed for any impacts determined to be potentially significant.
- c) *Potentially Significant Impact*. The Project may conflict with provisions of the MARB/IPA AICUZ Program and/or provisions of the Riverside County ALUCP for MARB/IPA, and thereby could potentially affect air traffic patterns of MARB/IPA. On this basis the potential for the Project to result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks is considered to be potentially significant and will be evaluated in the Project EIR. Mitigation measures will be proposed for any impacts determined to be potentially significant.
- e) *Less-Than-Significant Impact*. The Project does not propose elements or aspects that would obstruct or restrict emergency access to or through the area. Notwithstanding, emergency access will be evaluated as part of the Project TIA

and be designed to assure compliance with all applicable emergency access and safety requirements.

- f) *Less-Than-Significant Impact.* The Project does not propose elements or aspects that would conflict with adopted alternative transportation policies. On a long-term basis, the Project may result in increased demand for public transportation as light industrial employment opportunities become available onsite. Affected transit agencies routinely review and adjust their ridership schedules to accommodate public demand. The need for transit-related facilities, including but not limited to bus shelters and bicycle parking, would be coordinated between the City and the Project Applicant, with input from transit providers as applicable, as part of the City's standard development review process. Based on the preceding discussions, the potential for the Project to conflict with adopted policies supporting alternative transportation is considered less-than-significant.

Sources: Moreno Valley General Plan; Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS.				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Less-Than-Significant Impact.* Wastewater generated by the Project would be collected for treatment by the Eastern Municipal Water District (EMWD), a permittee of the Santa Ana Regional Water Quality Control Board (SARWQCB).

Wastewater treatment demands of the Project can be accommodated within the scope of existing/programmed EMWD facilities and would not cause or result in exceedance of wastewater treatment requirements of the SARWQCB. That is, Project-generated wastewater would be typical of light industrial sources, and would not require treatment beyond that provided by existing and programmed EMWD facilities. Moreover, the Project would be developed and operated in compliance with the City regulations and standards of the SARWQCB, ensuring that wastewater generated by the Project would not pose unanticipated demands on area wastewater treatment facilities.

Based on the preceding, the potential for the Project to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board is considered less-than-significant.

- b) *Less-Than-Significant Impact.* Most of the City's water is imported via the California Aqueduct from northern and central California. A secondary source of imported water is available to the City from the Colorado River Aqueduct. In addition to imported water, groundwater is also supplied to the City. Portions of the Perris Basin and the San Jacinto Basin (hydrological groundwater basins) are located beneath the City.

Water supply and wastewater treatment are provided to the Project site by EMWD. No additional or non-standard treatment is required to specifically meet the Project's water supply and/or wastewater conveyance and treatment demands. The Project proponent would be required to pay water and sewer connection fees established by EMWD to support the maintenance and planned improvement of existing water and wastewater infrastructure systems. The EMWD, as a regional water supplier, and wastewater treatment provider, would determine when and in what manner treatment facilities would be constructed and/or upgraded to meet increasing demands of areawide development, including the incremental demands of the Project.

Project improvements would include the construction of water laterals necessary to connect the Project to existing water distribution and sanitary sewer lines. This construction would occur within the Project site, or within dedicated public easements/right of way. Any impacts associated with the construction of localized water/wastewater system improvements are addressed with the scope of construction activities in their entirety as will be evaluated in the Project EIR.

Based on the preceding, the Project's potential to require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the

construction of which could cause significant environmental effects, is considered less-than-significant.

- c) *Less-Than-Significant Impact.* The Project does not require or propose new substantive off-site storm water management facilities or systems. All Project stormwater runoff would be directed to on-site stormwater management systems that would be designed and constructed in accordance with City requirements. Analysis of environmental impacts associated with the implementation of the Project stormwater management systems are coincident with other environmental topics addressed in the EIR, and no specific analysis of potential impacts resulting from implementation of the Project stormwater management system is warranted or required. Prior to the issuance of building permits, the developer would prepare and submit a site-specific drainage study reflecting precise pad locations, proposed drainage structures, temporary retention areas, storm water quality treatment areas, etc. All required stormwater management systems would be designed and implemented to the satisfaction of the City. Any impacts associated with the construction of localized stormwater management system improvements are addressed with the scope of construction activities in their entirety as will be evaluated in the Project EIR.

Based on the preceding, the potential for the Project to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects is considered less-than-significant.

- d) *Less-Than-Significant Impact.* The City of Moreno Valley is served by two water purveyors: Eastern Municipal Water District (EMWD) and the Box Springs Mutual Water Company. Eastern Municipal Water District is the primary water purveyor for the City and would provide water service to the Project. Water demands of the Project are consistent with, and are anticipated under the EMWD 2010 Urban Water Management Plan (UWMP). That is, the water demand planning reflected in the UWMP takes into account anticipated development of the City pursuant to

the General Plan. In this regard, the UWMP reflects and anticipates light industrial development proposed by the Project. The UWMP substantiates that there would be sufficient water supplies to meet all EMWD Service Area demands, including water demands of the Project.

Senate Bill 610 (Costa) (California Public Resources Code Section 21151.9 and Water Code Section 10910 et seq.) requires the preparation of a Water Supply Assessment (WSA) for industrial projects that propose more than 650,000 square feet of development; would occupy more than 40 acres of land; or that would employ 1,000 or more persons. Because the Indian Street Commerce Center Project proposes 446,350 square feet of light industrial uses within an approximately 19.64-acre site; with an anticipated employment base of approximately 400 to 450 persons¹, the preparation of a WSA is not required.

As supported by the preceding discussion, sufficient water supplies are available to serve the Project from existing entitlements and resources, and the potential for the Project to require new or expanded entitlements is less-than-significant.

- e) *Less-Than-Significant Impact.* Wastewater service will be provided to the Project site by EMWD. Wastewater generated by the Project would be collected and conveyed to the Moreno Valley Regional Water Reclamation Facility (MVRWRF). This facility has a capacity to treat 16 million gallons of wastewater per day (mgd) and a capacity to expand to 41 mgd. The utilization in the year 2002 was approximately 11 mgd.

Wastewater generated by the Project is accounted for and reflected in current and programmed EMWD sewer treatment facilities planning. The Project would pay applicable sewer connection and service fees, providing funds available for

¹ Estimated employment based on approximately one (1) job per 1,030 square feet of development, per Riverside County General Plan Appendix E, Buildout Assumptions and Methodology, Page 6, Light Industrial employment multiplier.

EMWD waste water system expansion and maintenance, acting to offset the Project's incremental demands for wastewater collection and treatment services.

Based on the preceding discussion, the Project's potential to exceed current or anticipated wastewater treatment capacities or require the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, is considered less-than-significant.

- f) *Less-Than-Significant Impact.* Solid waste generated within the City is conveyed primarily to the Riverside County Waste Management Department's (RCWMD) Badlands Landfill. However, the City's trash hauler may also access other County landfills in the area, such as the Lamb Canyon Landfill and El Sobrante Landfill. All Riverside County landfills are Class III disposal sites permitted to receive non-hazardous municipal solid waste such as would be generated by the Project. Landfills serving the City operate below their permitted maximum daily acceptance rates, and have the potential for future expansion.² Based on their current and future capacities and capabilities, landfills serving the City could accommodate incremental solid waste demands of the Project. Compliance with State and City waste reduction and recycling mandates would decrease the Project's solid waste disposal requirements by a minimum of 50 percent, further reducing potential impacts at serving landfills.

Based on the preceding discussion, the Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. The potential for the Project to exceed the permitted capacity of serving landfills is considered to be less-than-significant.

² CalRecycle. "Facility/Site Listing." SWIS Search Results: General Details. CalRecycle, n.d. Web. 6 Nov. 2015.

- g) *Less-Than-Significant Impact*. The Project would be implemented and operated in compliance with applicable City General Plan Goals and Policies, and would comport with City Zoning regulations—specifically, the Project would comply with local, state and federal initiatives and directives acting to reduce and divert solid waste from landfill waste streams.

In these regards, the California Integrated Waste Management Act under the Public Resources Code requires that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The City remains committed to continuing its existing waste reduction and minimization efforts with the programs that are available through the City. Additionally, beginning July 1, 2012, the State of California required that all businesses that generate four cubic yards or more of refuse per week implement a recycling program. This requirement is set forth in Assembly Bill 341, which was passed by the California legislation in October 2011. The Project would comply with the California Integrated Waste Management Act and AB 341 as implemented by the City.

Light industrial uses proposed by the Project, and solid waste generated by those uses would not otherwise conflict with federal, state, and local statutes and regulations related to solid waste.

Based on the preceding, the potential for the Project to conflict with or obstruct federal, state, and local statutes and regulations related to solid waste is considered less-than-significant.

Sources: Moreno Valley General Plan; CalRecycle Solid Waste Information System (SWIS); Preliminary Plans for Indian Street Commerce Center Project, November 2015.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantiation:

- a) *Potentially Significant Impact.* The Project proposes light industrial facilities that are consistent with, and allowed under, the site's current General Plan Land Use and Zoning designations; amid other similar urban land uses. Notwithstanding, certain biological resources may be adversely affected by the Project. Additionally, as yet unknown cultural resources may exist within the Project area. The Project therefore may have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to

eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The EIR will propose mitigation to reduce or avoid any potentially significant impacts to protected biological and/or cultural resources.

- b) *Potentially Significant Impact.* The Project has the potential to result in cumulatively considerable impacts. As discussed in the previous environmental evaluation, implementation of the Project may result in potentially significant impacts under the environmental topics of:

- Air Quality;
- Biological Resources;
- Cultural Resources/Tribal Cultural Resources;
- Greenhouse Gas (GHG) Emissions/Global Climate Change;
- Hazards and Hazardous Materials;
- Hydrology/Water Quality;
- Noise; and
- Transportation/Traffic.

To a certain extent, impacts of the Project, together with existing uses and other known or anticipated development proposals may have a cumulative effect under all of the aforementioned environmental considerations. The Project EIR will identify the Project's contribution to, and context within, potentially significant cumulative environmental effects influencing the vicinity and region. Mitigation will be proposed in instances where the Project may result in, or contribute considerably to potentially significant cumulative impacts.

- c) *Potentially Significant Impact.* As indicated by this IS evaluation, the Project may cause or result in certain potentially significant environmental effects, resulting in potentially adverse effects to human beings. While adverse environmental effects that could affect human beings could, to some degree, be substantiated

under all CEQA issue areas, Project impacts that could directly affect human beings include:

- Air Quality;
- Greenhouse Gas (GHG) Emissions/Global Climate Change ;
- Hazards and Hazardous Materials;
- Hydrology/Water Quality;
- Noise; and
- Transportation/Traffic.

The Project EIR will address these environmental topics and present mitigation measures for any potentially significant impacts.

4.0 DETERMINATION

4.0 DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	<input checked="" type="checkbox"/>
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	<input type="checkbox"/>

City of Moreno Valley:

Signature  Date March 9, 2016

Printed Signature: Ross S. Geller for Julia Descoteaux, City of Moreno Valley