CITY OF MORENO VALLEY

MITIGATED NEGATIVE DECLARATION FOR REDLANDS BOULEVARD AND HEMLOCK GAS STATION PROJECT

PEN18-0038

December 21, 2021

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

Prepared By
Rincon Consultants, Inc.
Bill Vosti
1980 Orange Tree Lane, Suite 105
Redlands, California 92374, 909-253-0705

MITIGATED NEGATIVE DECLARATION REDLANDS BOULEVARD AND HEMLOCK AVENUE GAS STATION PROJECT

Project Description:

The project would include the development of a gas station with 11 fueling stations (16 total dispensers), a 3,923 square foot food mart with 1,200 square feet of office and storage in the mezzanine level, and a 1,200 square foot retail store adjacent to the food mart. Of the 16 dispensers, 14 of the dispensers would be gasoline dispensers and would be underneath a 5,581 square foot canopy. The remaining two dispensers would be diesel dispensers underneath a 3,120 square foot canopy. An 18 x 12.5 x 6-foot trash enclosure would also be constructed adjacent to the western boundary of the food mart/retail store. The project would provide a total of 29 parking spaces in a surface lot with two stalls for electric vehicle parking. Additional improvements include curb and sidewalk enhancements and landscaping. Access to the project site would be provided from two driveways with one off Redlands Boulevard and the other driveway off of Hemlock Avenue. Of the 6.9-acre site, only approximately 2.4 acres would be developed; the remaining 4.5 acres would remain undeveloped. An additional 0.63 acre would be improved for off-site modifications (e.g., storm drain improvements) for a total disturbed area of 7.53 acres.

The project would include a Conditional Use Permit (PEN18-0038) for a service station and convenience store. The City updated its General Plan, which designated the project area as a highway office/commercial land use.

Construction of the project is proposed to start in January 2022 and estimated to be completed in December 2022 for a total construction period of 12 months. Construction activities would include site preparation, grading, building construction, paving, and architectural coating (e.g., painting). During grading, approximately 300 cubic yards of soil would be exported. All construction would occur within the current conceptual limits of the project.

Project Location: (include map)

The project site is located in the eastern portion of the city of Moreno Valley, Riverside County, California. The project site includes Accessor Parcel Number (APN) 488-310-012 and is located at the southwestern corner of the intersection of Redlands Boulevard and Hemlock Avenue.

Project Proponent:

Ahmad Ghaderi
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28405 Sand Canyon, Suite B
661-250-9300
ahmadg@asengineer.com

MITIGATED NEGATIVE DECLARATION REDLANDS BOULEVARD AND HEMLOCK AVENUE GAS STATION PROJECT

Findings:

It is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment.

Mitigation Measures:

No.	Mitigation Measure
BIO-1	A pre-construction survey shall be performed in accordance with the Western Riverside County Regional Conservation Burrowing Owl Survey Instructions (2006) 30 days prior to site disturbance and by a qualified biologist. The pre-construction survey shall include suitable habitat within the project site and areas up to 492 feet (150 meters) within the project site. If burrowing owls are detected within the survey area, then consultation with the CDFW and USFWS (collectively referred to as the "Wildlife Agencies") regarding an appropriate buffer from active burrows is required. The Wildlife Agencies may additionally require preparation and implementation of an approved BUOW Avoidance and Relocation Plan to ensure any project impacts to BUOW are avoided.
BIO-2	To compensate for the permanent loss of 0.21 acre of riparian/riverine resources in the project site, ensure no net loss of riparian/riverine resources, and address the temporal loss of riparian/riverine resources, the project applicant shall purchase 0.21 acre of re-establishment credits and 0.21 acre of rehabilitation credits from the Riverpark Mitigation Bank, based on Wildlife Agencies approval. This compensatory mitigation shall be implemented prior to ground disturbance associated with project construction activities.

CR-1	Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include: a. Project grading and development scheduling; b. The Project Archeologist and the Consulting Tribes(s) as defined in Mitigation Measure CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project Archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

CR-2	Prior to the issuance of a grading permit, the Developer shall secure agreements with the Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians for tribal monitoring. The Developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to Public Resources Code Section 21083.2.
CR-3	In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in Mitigation Measure CR-1.

CR-4	The City shall verify that the following note is included on the Grading Plan: “If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."
CR-5	If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the mitigation measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in Mitigation Measure CR-1 before any further work commences in the affected area.
CR-6	If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 5-days of the published finding to be given a reasonable opportunity to identify the “most likely descendant”. The “most likely descendant” shall then make recommendations and engage in consultations concerning the treatment of the remains (Public Resources Code 5097.98) (GP Objective 23.3, CEQA).

GEO-1	Prior to construction involving excavation more than 10 feet below existing surface grade, the construction contractor shall provide evidence that a qualified paleontologist has been retained, and that the paleontologist(s) shall be present during all grading and other significant ground-disturbing activities that reach more than 10 feet below existing surface grade. This is anticipated to only be for underground storage tank excavation for the proposed project. In the event fossiliferous deposits are encountered, the following measures shall be implemented: • Monitoring shall be conducted by qualified paleontological monitor(s) of excavation in areas identified as likely to contain paleontological resources, including very old alluvial fan deposits. Paleontological monitors shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. • Paleontological monitoring of any earthmoving shall be conducted by a monitor, under direct guidance of a qualified paleontologist. Earthmoving in areas of the parcel where previously undisturbed sediments are buried, but not otherwise disturbed, will not be monitored. • If too few fossil remains are found after 50 percent of the planned-for earthmoving below 10 feet has been completed, monitoring can be reduced or discontinued in those areas at the project paleontologist's direction. • Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. • Specimens shall be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. • A report of findings with and appended itemized inventory of specimens shall be prepared. The report and inventory, when submitted to the City along with confirmation of the curation of recovered of recovered specimens into an established, accredited

	museum repository, will signify completion of the program to mitigate impacts to paleontological resources.

Attachments:

1. Location Map
2. Initial Study
3. Mitigation Monitoring and Reporting Program.

Attachment 1 Location Map

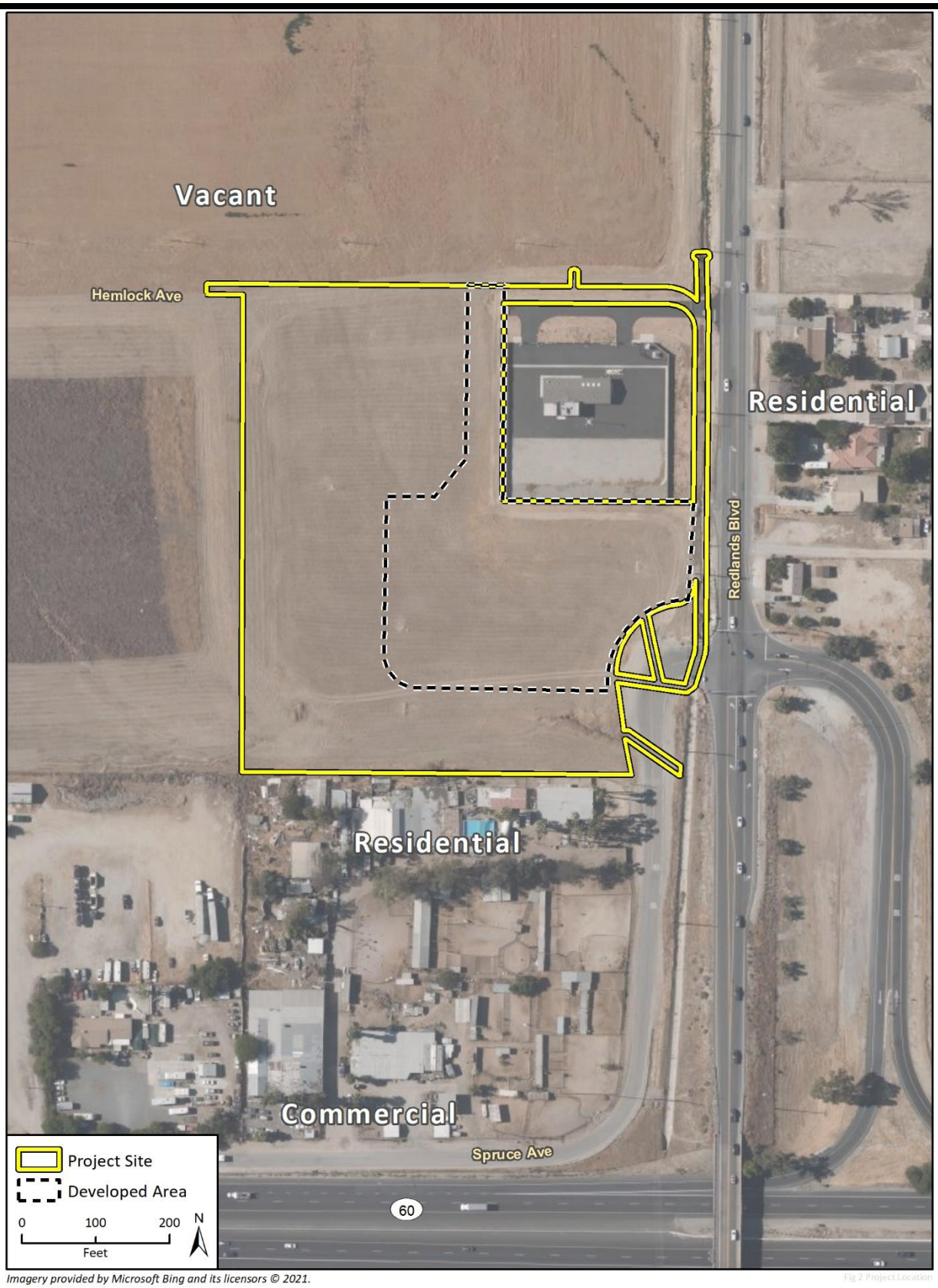

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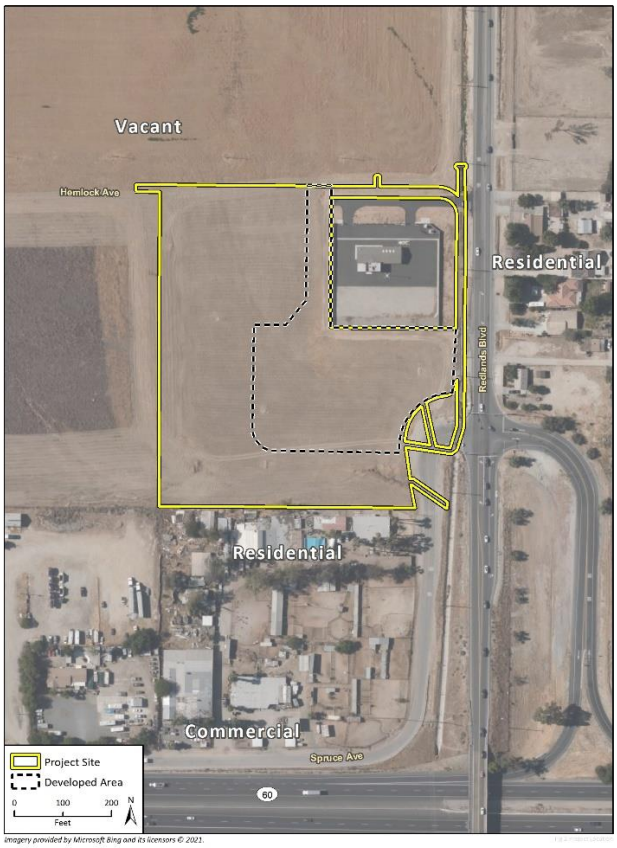
Fig 2 Project Location

Attachment 2 Initial Study

CITY OF MORENO VALLEY

INITIAL STUDY FOR REDLANDS BOULEVARD AND HEMLOCK AVENUE GAS STATION



REDLANDS BOULEVARD AND HEMLOCK AVENUE GAS STATION PROJECT (PEN18-0038)

December 21, 2021

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

Prepared By
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Bill Vosti
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TABLE OF CONTENTS

FIGURES

MITIGATION MONITORING AND REPORTING PROGRAM (Separate Document if applicable)

APPENDICES (Separate Documents)

A. Air Quality and Greenhouse Gas Impact Study
B. MSHCP Consistency and Habitat Assessment Analysis
C. Jurisdictional Waters and Wetlands Delineation
D. Determination of Biologically Equivalent or Superior Preservation
E. Focused BUOW Survey
F. Cultural Resources Survey Report
G. Energy Construction and Operational Energy Fuel Consumptions
H. Preliminary Geotechnical Investigation Report
I. Preliminary Hydrology Study
J. Noise Impact Study
K. Preliminary Water Quality Management Plan
L. Traffic Impact Study
M. Traffic Impact Study - Appendices

INITIAL STUDY (IS) FOR Redlands Boulevard and Hemlock Avenue Gas Station Project

BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** PEN18-0038

2. **Project Title:** Redlands Boulevard and Hemlock Avenue Gas Station Project

3. **Public Comment Period:**

4. **Lead Agency:** City of Moreno Valley
   Jeff Bradshaw, Planning Department
   14177 Frederick Street
   Moreno Valley, CA 92552
   (951) 413-3224
   jeffreyb@moval.org

5. **Documents Posted At:** http://www.moval.org/cdd/documents/about-projects.html

6. **Prepared By:** Bill Vosti, Project Manager
   Rincon Consultants, Inc.
   1980 Orange Tree Lane, Suite 105
   Redlands, California 92374
   909-253-0705
   bvosti@rinconconsultants.com

7. **Project Sponsor:**

Applicant/Developer
Ahmad Ghaderi
A & S Engineering, Inc.
28405 Sand Canyon, Suite B
Canyon Country, CA 91387
661-250-9300
ahmadg@asengineer.com

Property Owner
Chandish Ravaliya
cravaliya@gmail.com

8. **Project Location:** The project site is located in the eastern portion of the City of Moreno Valley, Riverside County, California. The project site includes Accessor Parcel Number (APN) 488-310-012 and is located at the southwestern corner of the intersection of Redlands Boulevard and Hemlock Avenue. See Figure 1 and Figure 2 for the regional and project site location, respectively.

9. **General Plan Designation:** Under the General Plan 2040, the project site has a land use designation of Highway Office/Commercial for the site. The primary permitted uses for this designation include office, education, and or research/development facilities, while the secondary permitted uses are for restaurant, retail, and service commercial uses. The General Plan 2040 was adopted in June 2021 by the City of Moreno Valley City Council.

10. **Specific Plan Name and Designation:** Not Applicable

11. **Existing Zoning:** The project site is zoned Highway Office/Commercial (H-OC), which allows for distinctive employment or educational campuses along State Route 60 with primary entrances at Moreno Beach Drive and the World Logistics Center Parkway. This zone would serve as a major gateway to the City of Moreno Valley from the east.

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

	Land Use	General Plan 2040	Zoning
Project Site	**Undeveloped**	**Highway Office/Commercial**	**Highway Office/Commercial**
North	Redlands and Hemlock Booster Station is adjacent to the project's northeastern corner and remaining area is undeveloped	Residential 1	Residential: Maximum 1 dwelling unit per acre
South	Single-family residences and commercial uses	Highway Office/Commercial	Highway Office/Commercial
East	Single-family residences	Highway Office/Commercial	Highway Office/Commercial
West	Undeveloped	Highway Office/Commercial	Highway Office/Commercial

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

Environmental Setting

The proposed project is located a 6.9-acre parcel located in the city of Moreno Valley in Riverside County, California. Project modifications would also include off-site areas totaling approximately 0.63-acre. The project site lies southwest of the intersection of Redlands Boulevard and Hemlock Avenue (Accessor Parcel Number 488-310-012). The site is relatively flat with an elevation of approximately 1,760 feet above mean sea level and is currently vacant. Surrounding land uses include single-family residences and commercial uses to the south and vacant land to the west and north. Redlands Boulevard borders the project to the east. In addition, the Redlands and Hemlock Booster Station is adjacent to the project's northeastern boundary. State Route 60 is approximately 560 feet south of the project site.

Project Description

The project would include the development of a gas station with 11 fueling stations (16 total dispensers), a 3,923 square foot food mart with 1,200 square feet of office and storage in the mezzanine level, and a 1,200 square foot retail store adjacent to the food mart. Of the 16 dispensers, 14 of the dispensers would be gasoline dispensers and would be underneath a 5,581 square foot canopy. The remaining two dispensers would be diesel dispensers underneath a 3,120 square foot canopy. An 18 x 12.5 x 6 foot trash enclosure would also be constructed adjacent to the western boundary of the food mart/retail store. The project would provide a total of 29 parking spaces in a surface lot with two stalls for electric vehicle parking. Additional improvements include curb and sidewalk enhancements and landscaping. Access to the project site would be provided from two driveways with one off Redlands Boulevard and the other driveway off of Hemlock Avenue. Of the 6.9-acre site, only approximately 2.4 acres would be developed; the remaining 4.5 acres would remain undeveloped. An additional 0.63 acre would be improved for off-site modifications (e.g., storm drain improvements) for a total disturbed area of 7.53 acres.

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Construction of the project is proposed to start in January 2022 and estimated to be completed in December 2022 for a total construction period of 12 months. Construction activities would include site preparation, grading, building construction, paving, and architectural coating (e.g., painting). During grading, approximately 300 cubic yards of soil would be exported. All construction would occur within the current conceptual limits of the project.

Refer to Figure 3, Figure 4, Figure 5 for the project site plans, elevation plans, and gas station logo elevation plans, respectively.

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

HELIX Environmental Planning contacted the Native American Heritage Commission (NAHC) on November 1, 2017 for a Sacred Lands File search and list of Native American contacts for the project area. The NAHC indicated in a response dated November 2, 2017 that no known sacred lands or Native American cultural resources are within the project area. Letters were sent on November 9, 2017 to Native American representatives and interested parties identified by the NAHC. The following eight tribes responded: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Luiseño Indians, Rincon Band of Luiseño Indians, Soboba Band of Luiseño Indians, and Viejas Band of Kumeyaay Indians. The Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, and Soboba Band of Luiseño Indians all requested consultation in letters dated April 4, 2018,

March 22, 2018, and April 3, 2018, respectively. The Tribes requested consultation with the City.

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

    a. N/A

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

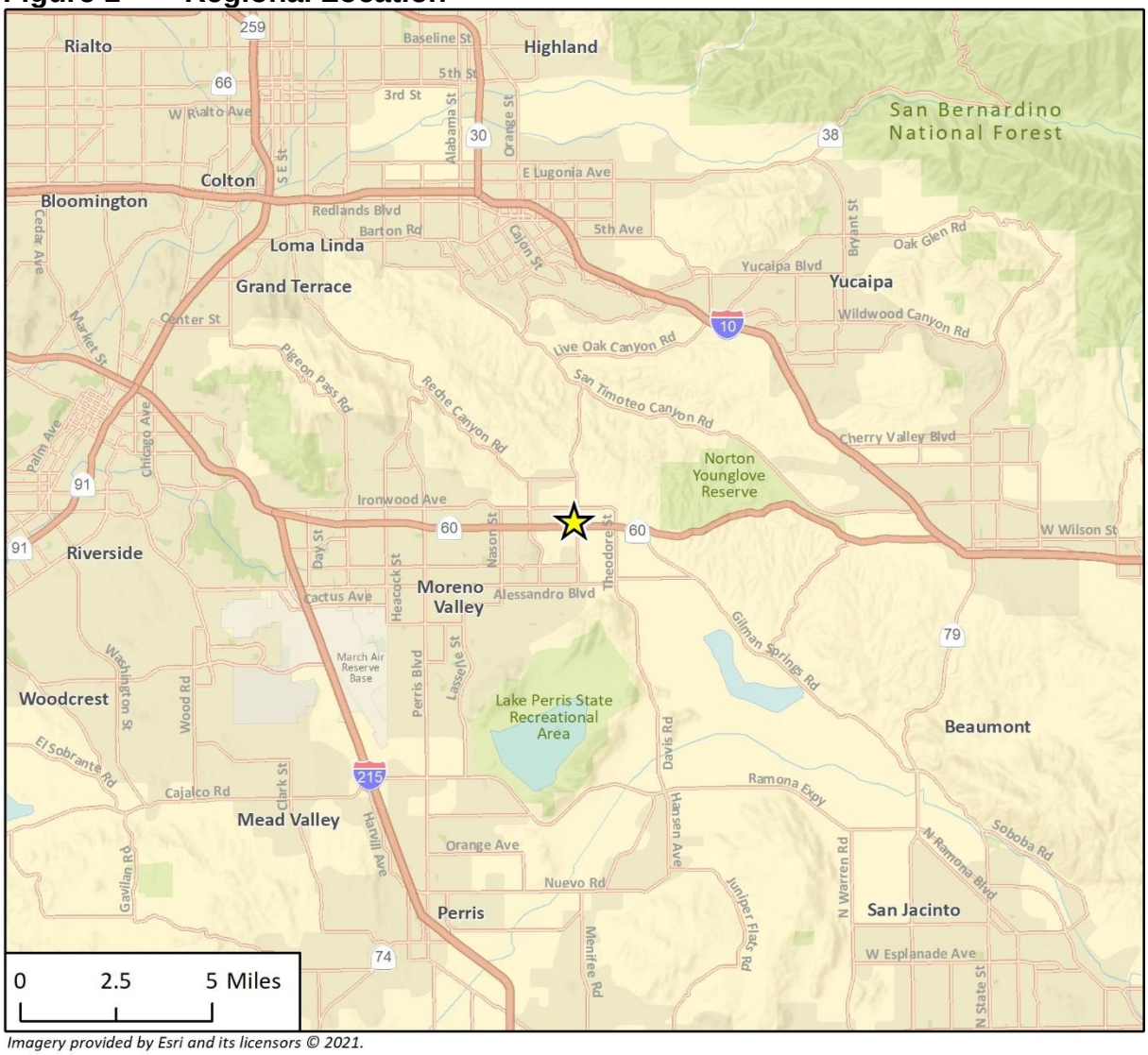
    a. Air Quality, Health Risk, and Greenhouse Gas Impact Study – Rincon Consultants Inc., December 2021
    b. MSHCP Consistency Analysis and Habitat Assessment – Rincon Consultants Inc., September 2021
    c. Jurisdictional Waters and Wetlands Delineation – Rincon Consultants Inc., June 2021
    d. Determination of Biologically Equivalent or Superior Preservation – Rincon Consultants, October 2021
    e. Focused Borrowing Owl Survey – HELIX Environmental Planning, May 2018
    f. Cultural Resources Survey Report – HELIX Environmental Planning, January 2018
    h. Preliminary Geotechnical Investigation Report – Geotechnical Group, Inc., April 2017
    i. Preliminary Hydrology Studies and Project Specific Water Quality Management Plan – Winchester Associates, Inc., April 2021
    j. Noise Impact Study – Rincon Consultants, November 2021
    k. Traffic Impact Analysis – Ganddini Group, Inc., August 2019

17. **Acronyms:**

ADT -	Average Daily Traffic
AEP -	Association of Environmental Professionals
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
BMP -	Best Management Practice
CALGreen -	California's Green Building Standards Code
CAP -	Climate Action Plan
CAPCOA -	California Air Pollution Control Officers Association
CBSC	California Building Standards Code
CC -	Community Commercial
CCR -	California Code of Regulations
CEQA -	California Environmental Quality Act
CO	Carbon Monoxide
CUPA -	Certified Unified Program Agency
dBA -	Decibels using the A-weighted sound pressure level
DBESP -	Determination of Biologically Equivalent or Superior Preservation
DMA -	Drainage Management Areas
DPM -	Diesel Particulate Matter

EIR - Environmental Impact Report
EMWD - Eastern Municipal Water District
FEIR - Final Environmental Impact Report
FEMA - Federal Emergency Management Agency
FTA Federal Transit Administration
GHG - Greenhouse Gas
GWh - Gigawatt hours
HARP 2 - Hotspots Analysis and Reporting Program
HcC - Hanford coarse sandy loam
HRA - Health Risk Assessment
HVAC - Heating, ventilation, and air conditioning
IS - Initial Study
L_{eq} Equivalent Noise Level
LID - Low Impact Development
LOS - Level of Service
LST - Localized Significance Threshold
MARB - March Air Reserve Base
MARB/IPA- March Air Reserve Base/Inland Port Airport
MEIR - Maximum Exposed Individual Resident
MEIW - Maximum Exposed Individual Worker
MLD - Most Likely Descendant
MMBTu - Million Metric British thermal Units
MRZ - Mineral Resource Zone
MSHCP - Multiple Species Habitat Conservation Plan
MVPD - Moreno Valley Police Department
MVU - Moreno Valley Electric Utility
NO_x Nitrogen Oxides
NPDES - National Pollutant Discharge Elimination System
OEHHA - Office of Environmental Health Hazard Assessment
PaC2 - Pachappa fine sandy loam
$PM_{2.5}$ - Particle matter that is 2.5 microns or less in diameter
PM_{10} - Particle matter that is 10 microns or less in diameter
R1 - Residential 1 District
RCMN - Roadway Construction Noise Model
RMP - Risk Management Policy
RTP - Regional Transportation Plan
RWQCB - Regional Water Quality Control Board
SB - Senate Bill
SCAG - Southern California Association of Governments
SCAQMD - South Coast Air Quality Management District
SCE - Southern California Edison
SO_2 Sulfur Dioxide
SRA - Source Receptor Area
SWPPP - Storm Water Pollution Prevention Plan
SWRCB - State Water Resources Control Board
TAC - Toxic Air Containments
TCR - Tribal Cultural Resources
VHFHSZ - Very High Fire Hazard Severity Zone
VMT - Vehicle Miles Traveled
VOC - Volatile Organic Compounds
WQMP - Water Quality Management Plan

Figure 1 Regional Location



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Project Location

N

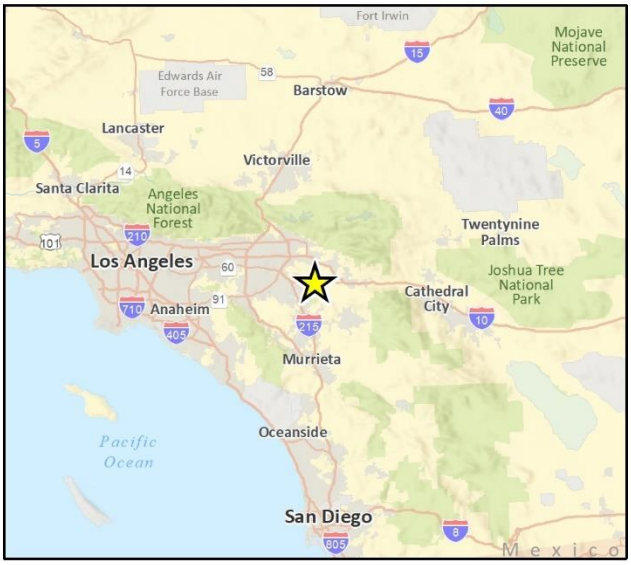


Figure 2 Project Site Location

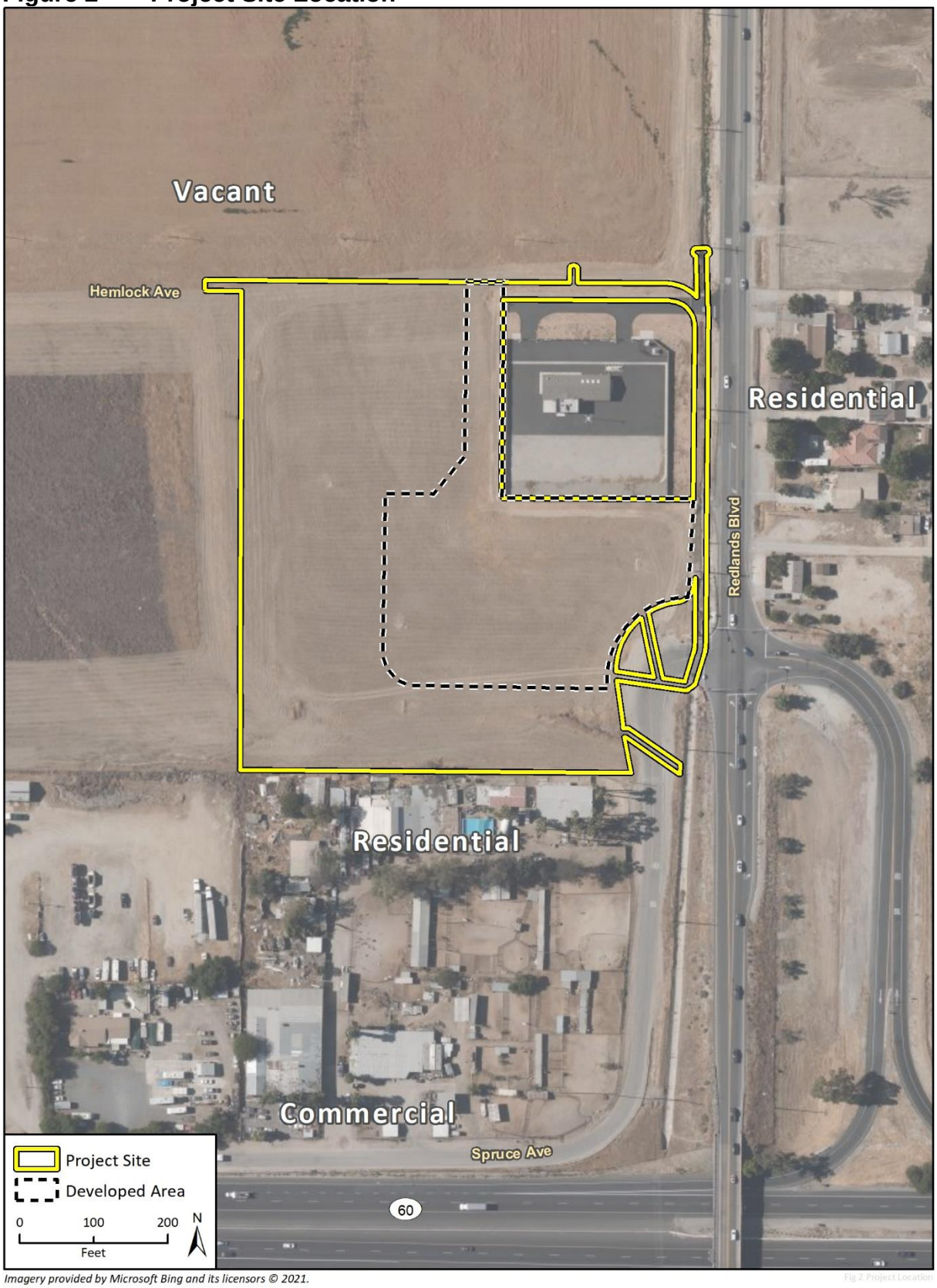
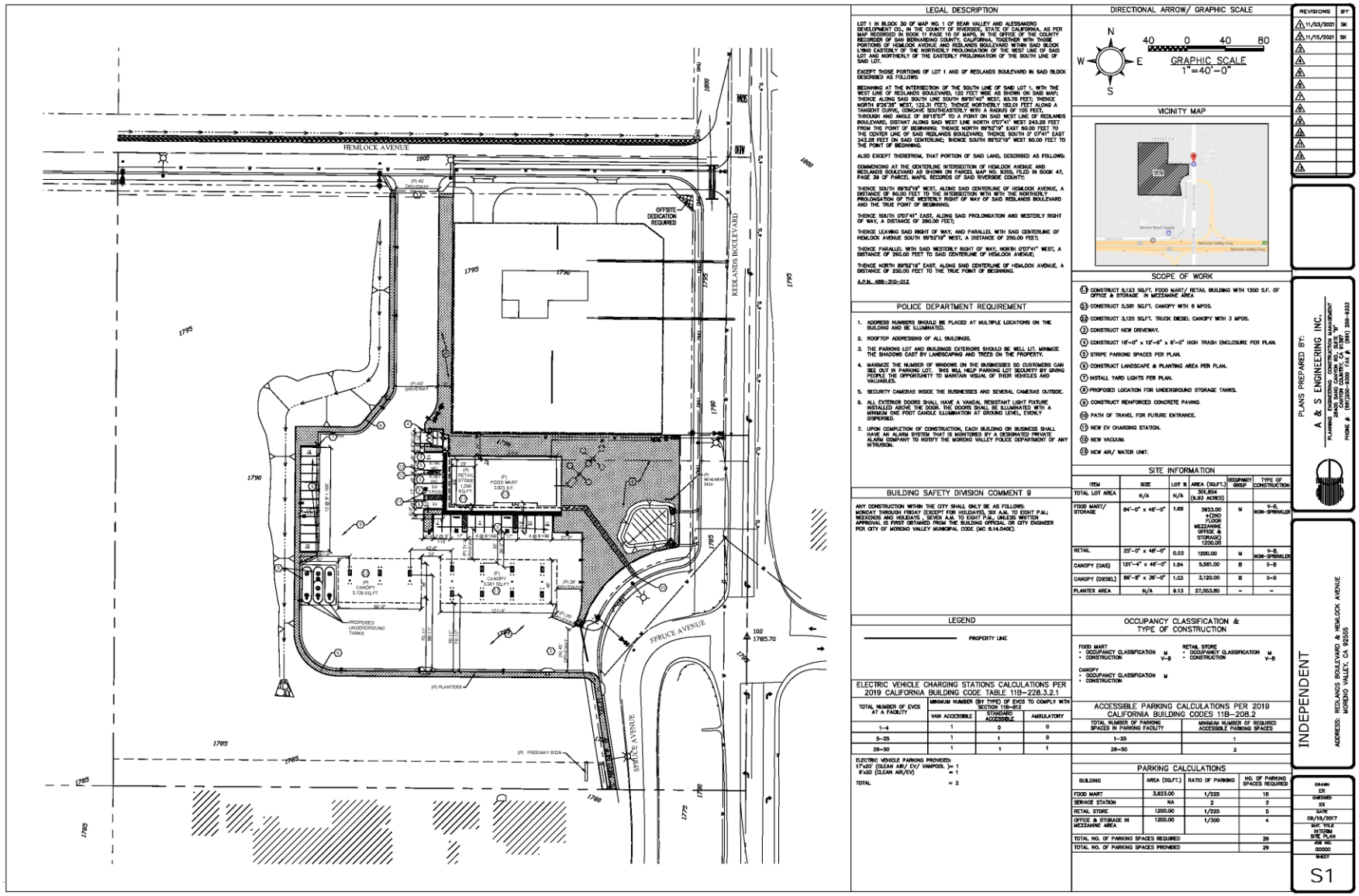


Figure 3 Project Site Plans



LEGAL DESCRIPTION

LOT 1 IN BLOCK 30 OF MAP NO. 1 OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT CO., IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11 PAGE 10 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, TOGETHER WITH THOSE PORTIONS OF HEMLOCK AVENUE AND REDLANDS BOULEVARD WITHIN SAID BLOCK LYING EASTERLY OF THE NORTHERLY PROLONGATION OF THE WEST LINE OF SAID LOT AND NORTHERLY OF THE EASTERLY PROLONGATION OF THE SOUTH LINE OF SAID LOT.

EXCEPT THOSE PORTIONS OF LOT 1 AND OF REDLANDS BOULEVARD IN SAID BLOCK DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF SAID LOT 1, WITH THE WEST LINE OF REDLANDS BOULEVARD, 120 FEET WIDE AS SHOWN ON SAID MAP; THENCE ALONG SAID SOUTH LINE SOUTH 89°51'40" WEST, 83.78 FEET; THENCE NORTH 9°26'38" WEST, 122.31 FEET; THENCE NORTHERLY 182.01 FEET ALONG A TANGENT CURVE, CONCAVE SOUTHEASTERLY WITH A RADIUS OF 105 FEET, THROUGH AND ANGLE OF 99°18'53" TO A POINT ON SAID WEST LINE OF REDLANDS BOULEVARD, DISTANT ALONG SAID WEST LINE NORTH 0°07'41" WEST 243.28 FEET FROM THE POINT OF BEGINNING; THENCE NORTH 89°52'19" EAST 60.00 FEET TO THE CENTER LINE OF SAID REDLANDS BOULEVARD; THENCE SOUTH 0° 07'41" EAST 243.28 FEET ON SAID CENTERLINE; THENCE SOUTH 89°52'19" WEST 60.00 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT THEREFROM, THAT PORTION OF SAID LAND, DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF HEMLOCK AVENUE AND REDLANDS BOULEVARD AS SHOWN ON PARCEL MAP NO. 8355, FILED IN BOOK 47, PAGE 39 OF PARCEL MAPS, RECORDS OF SAID RIVERSIDE COUNTY;

THENCE SOUTH 89°52'19" WEST, ALONG SAID CENTERLINE OF HEMLOCK AVENUE, A DISTANCE OF 60.00 FEET TO THE INTERSECTION WITH WITH THE NORTHERLY PROLONGATION OF THE WESTERLY RIGHT OF WAY OF SAID REDLANDS BOULEVARD AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 0°07'41" EAST, ALONG SAID PROLONGATION AND WESTERLY RIGHT OF WAY, A DISTANCE OF 290.00 FEET;

THENCE LEAVING SAID RIGHT OF WAY, AND PARALLEL WITH SAID CENTERLINE OF HEMLOCK AVENUE SOUTH 89°52'19" WEST, A DISTANCE OF 250.00 FEET;

THENCE PARALLEL WITH SAID WESTERLY RIGHT OF WAY, NORTH 0°07'41" WEST, A DISTANCE OF 290.00 FEET TO SAID CENTERLINE OF HEMLOCK AVENUE;

THENCE NORTH 89°52'19" EAST, ALONG SAID CENTERLINE OF HEMLOCK AVENUE, A DISTANCE OF 250.00 FEET TO THE TRUE POINT OF BEGINNING.

A.P.N. 488-310-012

POLICE DEPARTMENT REQUIREMENT

1. ADDRESS NUMBERS SHOULD BE PLACED AT MULTIPLE LOCATIONS ON THE BUILDING AND BE ILLUMINATED.
2. ROOFTOP ADDRESSING OF ALL BUILDINGS.
3. THE PARKING LOT AND BUILDINGS EXTERIORS SHOULD BE WELL LIT. MINIMIZE THE SHADOWS CAST BY LANDSCAPING AND TREES ON THE PROPERTY.
4. MAXIMIZE THE NUMBER OF WINDOWS ON THE BUSINESSES SO CUSTOMERS CAN SEE OUT IN PARKING LOT. THIS WILL HELP PARKING LOT SECURITY BY GIVING PEOPLE THE OPPORTUNITY TO MAINTAIN VISUAL OF THEIR VEHICLES AND VALUABLES.
5. SECURITY CAMERAS INSIDE THE BUSINESSES AND SEVERAL CAMERAS OUTSIDE.
6. ALL EXTERIOR DOORS SHALL HAVE A VANDAL RESISTANT LIGHT FIXTURE INSTALLED ABOVE THE DOOR. THE DOORS SHALL BE ILLUMINATED WITH A MINIMUM ONE FOOT CANDLE ILLUMINATION AT GROUND LEVEL EVENLY DISPERSED.
7. UPON COMPLETION OF CONSTRUCTION, EACH BUILDING OR BUSINESS SHALL HAVE AN ALARM SYSTEM THAT IS MONITORED BY A DESIGNATED PRIVATE ALARM COMPANY TO NOTIFY THE MORENO VALLEY POLICE DEPARTMENT OF ANY INTRUSION.

BUILDING SAFETY DIVISION COMMENT 9

ANY CONSTRUCTION WITHIN THE CITY SHALL ONLY BE AS FOLLOWS: MONDAY THROUGH FRIDAY (EXCEPT FOR HOLIDAYS), SIX A.M. TO EIGHT P.M.; WEEKENDS AND HOLIDAYS , SEVEN A.M. TO EIGHT P.M., UNLESS WRITTEN APPROVAL IS FIRST OBTAINED FROM THE BUILDING OFFICIAL OR CITY ENGINEER PER CITY OF MORENO VALLEY MUNICIPAL CODE (MC 8.14.040E).

LEGEND

PROPERTY LINE

ELECTRIC VEHICLE CHARGING STATIONS CALCULATIONS PER 2019 CALIFORNIA BUILDING CODE TABLE 11B-228.3.2.1

TOTAL NUMBER OF EVCS AT A FACILITY	MINIMUM NUMBER (BY TYPE) OF EVCS TO COMPLY WITH SECTION 11B-812		
	VAN ACCESSIBLE	STANDARD ACCESSIBLE	AMBULATORY
1–4	1	0	0
5–25	1	1	0
26–50	1	1	1

ELECTRIC VEHICLE PARKING PROVIDED:
17x20' (CLEAN AIR/ EV/ VANPOOL)= 1
9'x20 (CLEAN AIR/EV) = 1
TOTAL = 2

DIRECTIONAL ARROW/ GRAPHIC SCALE

N W E S

40 0 40 80
GRAPHIC SCALE
1"=40'-0"

VICINITY MAP

SCOPE OF WORK

1. CONSTRUCT 5,123 SQ.FT. FOOD MART/ RETAIL BUILDING WITH 1200 S.F. OF OFFICE & STORAGE IN MEZZANINE AREA.
2. CONSTRUCT 5,581 SQ.FT. CANOPY WITH 8 MPDS.
3. CONSTRUCT 3,120 SQ.FT. TRUCK DIESEL CANOPY WITH 3 MPDS.
4. CONSTRUCT NEW DRIVEWAY.
5. CONSTRUCT 18'-0" x 12'-8" x 8'-0" HIGH TRASH ENCLOSURE PER PLAN.
6. STRIPE PARKING SPACES PER PLAN.
7. CONSTRUCT LANDSCAPE & PLANTING AREA PER PLAN.
8. INSTALL YARD LIGHTS PER PLAN.
9. PROPOSED LOCATION FOR UNDERGROUND STORAGE TANKS.
10. CONSTRUCT REINFORCED CONCRETE PAVING.
11. PATH OF TRAVEL FOR FUTURE ENTRANCE.
12. NEW EV CHARGING STATION.
13. NEW VACUUM.
14. NEW AIR/ WATER UNIT.

SITE INFORMATION

ITEM	SIZE	LOT %	AREA (SQ.FT.)	OCCUPANCY GROUP	TYPE OF CONSTRUCTION
TOTAL LOT AREA	N/A	N/A	309,804 (6.93 ACRES)		
FOOD MART/ STORAGE	84'-0" x 46'-0"	1.69	3923.00 +(2ND FLOOR MEZZANINE OFFICE & STORAGE) 1200.00	M	V-B, NON-SPRINKLER
RETAIL	25'-0" x 48'-0"	0.03	1200.00	M	V-B, NON-SPRINKLER
CANOPY (GAS)	121'-4" x 46'-0"	1.84	5,581.00	S	II-B
CANOPY (DIESEL)	86'-8" x 36'-0"	1.03	3,120.00	S	II-B
PLANTER AREA	N/A	9.13	27,553.80	-	-

OCCUPANCY CLASSIFICATION & TYPE OF CONSTRUCTION

FOOD MART
- OCCUPANCY CLASSIFICATION M
- CONSTRUCTION V-B

RETAIL STORE
- OCCUPANCY CLASSIFICATION M
- CONSTRUCTION V-B

CANOPY
- OCCUPANCY CLASSIFICATION M
- CONSTRUCTION

ACCESSIBLE PARKING CALCULATIONS PER 2019 CALIFORNIA BUILDING CODES 11B-208.2

TOTAL NUMBER OF PARKING SPACES IN PARKING FACILITY	MINIMUM NUMBER OF REQUIRED ACCESSIBLE PARKING SPACES
1–25	1
26–50	2

PARKING CALCULATIONS

BUILDING	AREA (SQ.FT.)	RATIO OF PARKING	NO. OF PARKING SPACES REQUIRED
FOOD MART	3,923.00	1/225	18
SERVICE STATION	NA	2	2
RETAIL STORE	1200.00	1/225	5
OFFICE & STORAGE IN MEZZANINE AREA	1200.00	1/300	4
TOTAL NO. OF PARKING SPACES REQUIRED			29
TOTAL NO. OF PARKING SPACES PROVIDED			29

REVISIONS	BY
1 11/03/2021	SK
2 11/15/2021	SK

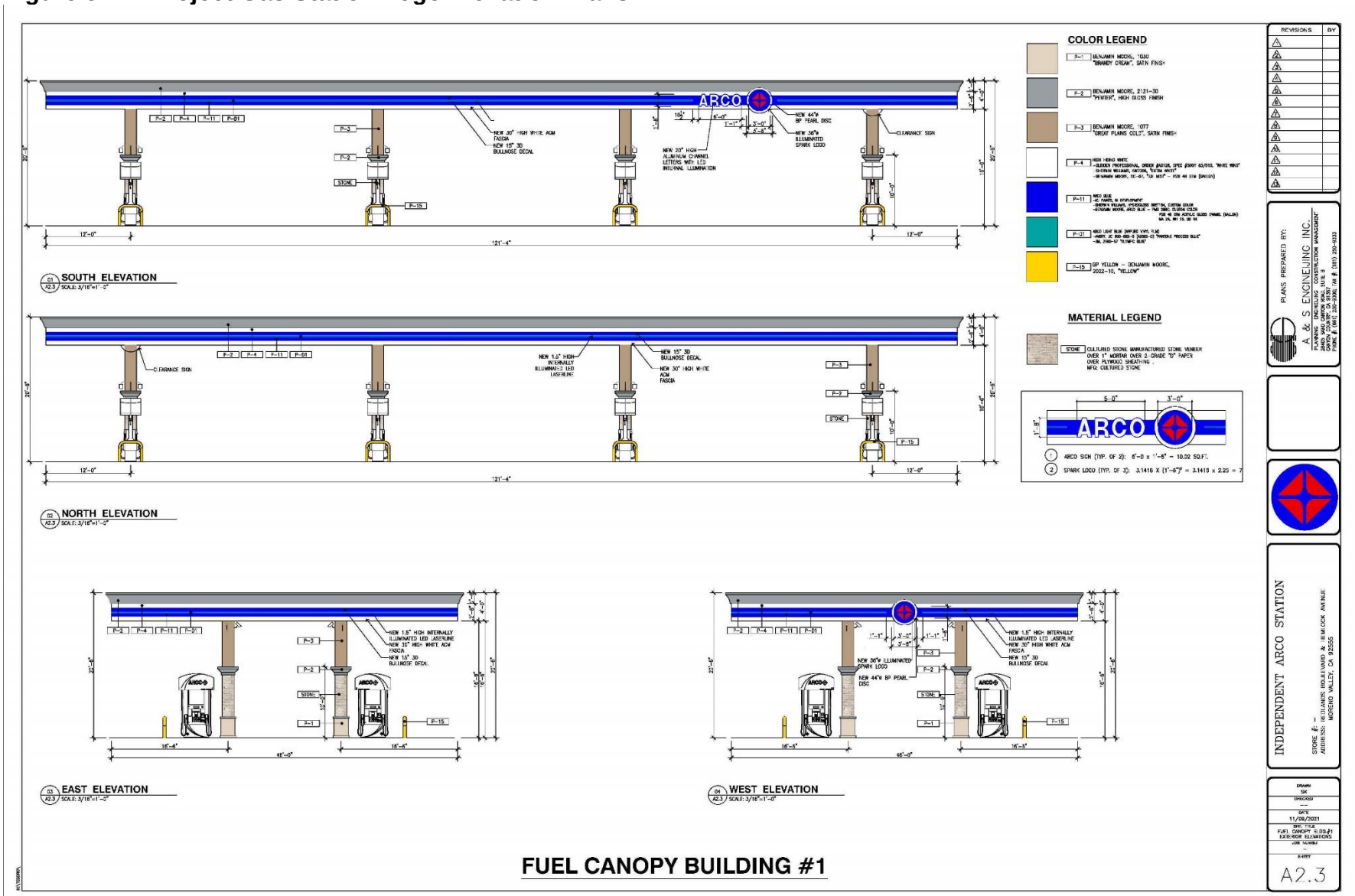
PLANS PREPARED BY:
A & S ENGINEERING INC.
PLANNING ENGINEERING CONSTRUCTION MANAGEMENT
28405 STAND CANYON RD, SUITE "H"
CANYON LAKE, CA 92587
PHONE # (951)200-9300 FAX # (951) 200-9333

INDEPENDENT
ADDRESS: REDLANDS BOULEVARD & HEMLOCK AVENUE
MORENO VALLEY, CA 92555

DRAWN	ER
CHECKED	XX
DATE	09/19/2017
SHT. TITLE	INTERIM SITE PLAN
JOB NO.	00000
SHEET	S1

Figure 4 Project Elevation Site Plans

Figure 5 Project Gas Station Logo Elevation Plans



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐	Aesthetics	☐	Agriculture & Forestry Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology & Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology & Water Quality	☐	Land Use & Planning	☐	Mineral Resources
☐	Noise	☐	Population & Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities & Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jeff Bradshaw
Signature

December 21, 2021
Date

Jeffrey Bradshaw
Printed Name

City of Moreno Valley
For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analyses Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where

appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code §21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – **Would the project:**				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Response:

The project site is located within Moreno Valley, which lies within a relatively flat valley floor surrounded by rugged hills and mountains. Topographic features of Moreno Valley that provide vistas include the Box Springs Mountains and Reche Canyon to the north, Moreno Peak in the middle of the city, the Badlands to the east and the Mount Russell area to the south. According to General Plan Figure 7-2, the project site is located within a view corridor for the Badlands, which are a mountain range.[1] The proposed food mart/retail store would have a maximum height of 35 feet and the fueling pump canopies would have a maximum height of approximately 20.5 feet. These structures would not obstruct public viewing of the Badlands since a viewer on the project site would need to look to the northeast to view the mountain. The structures are oriented on the site in such a manner that they would only obstruct public viewing of the Badlands if the viewer was looking due north. The Badlands would still be visible from public viewing areas. Therefore, implementation of the proposed project would not have a substantial effect on a scenic vista and impacts would have less than significant impact.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐

Response:

The project site is not located within or adjacent to a scenic highway corridor and would not damage scenic resources. There are no State-designated or eligible scenic highways within the city.[2] The nearest designated scenic highway is State Route 74 near Banning, which is approximately 16 miles southeast of the project site. The project would be visible from State Route 60 or Moreno Beach Drive. However, there are intervening structures and vegetation that would limit the visibility of the proposed project from both roadways. Along State Route 60, trees, commercial developments, and single-family residences would slightly obscure visibility of the project. Visual impacts would be minimal. In addition, the site is currently vacant with non-native grassland, and therefore no historical buildings, trees, nor rock outcroppings would be directly affected by the project. Implementation of the proposed project would not have a substantial effect on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor. Therefore, impacts would be less than significant.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Response:

Implementation of the proposed project would convert land that was previously vacant and undeveloped to a commercial development with a gas station including fuel station canopies, food mart/retail store, parking lot, landscaping, exterior lighting, walls, and signage. The project site is located in a portion of the city that is primarily comprised of vacant abandoned agricultural fields with small parcels of residential and commercial development. Because the site is currently designated and zoned as highway office/commercial area under the General Plan 2040, the project would conflict with the applicable zoning. The primary permitted uses for this designation include office, education, and or research/development facilities, while the secondary permitted uses are for restaurant, retail, and service commercial uses. Thus, the design of the development would be consistent with the site's proposed General Plan land use and zoning designation. In addition, project signage would be consistent with City of Moreno Valley Municipal Code requirements. Therefore, although the project would develop a vacant

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
lot, it would not substantially degrade the existing visual character or quality of the site, or its surroundings and impacts would be less than significant.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Response:

The project site does not contain artificial light sources or sources of glare under existing conditions since it is vacant. The proposed project would include exterior lighting associated with the gas station fuel station canopies, food mart/retail store, and parking lot. The proposed project would be required to adhere to the lighting requirements as set forth in the City Municipal Code. Municipal Code Chapter 9.08.100 specifies that all outdoor lighting associated with nonresidential uses shall be fully shielded and directed away from surrounding residential uses to reduce glare and light trespass and shall not exceed one-quarter-foot-candle minimum maintained lighting, measured from within five feet of any property line.[3] Furthermore, the City's Municipal Code specifies that exterior lighting shall not blink, flash, or oscillate or be of unusually high intensity or brightness. The project would be required to demonstrate compliance with these requirements to the City prior to issuance of building permits. Project compliance with the lighting requirements of the City Municipal Code would ensure that the proposed project would not produce a new source of substantial light or glare from artificial lighting sources that would adversely affect day or nighttime views in the area. Therefore, impacts from lighting and glare would be less than significant.

Sources:

1. Moreno Valley 2040 General Plan, adopted June 15, 2021
   - Chapter 2 – Land Use & Community Character Element
   - Chapter 10 – Open Space & Resource Conservation
     - Map OSRC-3: Scenic Resources and Ridgelines
2. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan
   - Section 4.1 Aesthetics
3. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
   - Section 9.10.110 – Light and Glare of the Moreno Valley Municipal Code.
   - Chapter 9.16 – Design Guidelines
   - Section 9.17.030 G – Heritage Trees

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:

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?	☐	☐	☐	☒

Response:

According to mapping available from the *California Department of Conservation, California Important Farmland Finder*, the project site is mapped within an area defined as "Farmland of Local Importance".[1] However, the project site does not include any lands mapped as Prime Farmland, Unique Farmland, or

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Farmland of Statewide Importance (Farmland).[2] As such, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
Response: No land within the city, including the project site, is under a Williamson contract.[3] Surrounding sites contain land use and zoning designations that allow for residential, and office uses. Accordingly, because the project site is not located on or adjacent to land zoned for agricultural use and is also not subject to a Williamson Act contract, the proposed project has no potential to conflict with existing zoning for agricultural use or a Williamson Act contract. Therefore, no impact would occur.				
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))?	☐	☐	☐	☒
Response: The project site is not zoned as forest land, timberland, or Timberland Production. The surrounding area also does not include any forest land, timberland, or Timberland Production land.[3] Furthermore, the City of Moreno Valley does not have land zoned for the above land uses. Therefore, the project has no potential to conflict with existing zoning for forest land, timberland or Timberland Production. No impact would occur.				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
Response: The project site is not designated as forest land nor does it contain forest land. Therefore, the project has no potential to lose forest land or convert forest land into non-forest uses. No impact would occur.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
Response: As discussed under Item II(a) and II(c), the project is not considered Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) nor does it contain forest land. Therefore, the project would not result in the conversion of Farmland to non-agricultural uses or conversion of forestland to non-forest use. No impact would occur.				
Sources: 1. California Department of Conservation • California Important Farmland Finder (https://maps.conservation.ca.gov/DLRP/CIFF/) 2. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan • Section 4.2 Agriculture and Forestry Resources - Figure 4.2.1 – Important Farmlands 3. Moreno Valley 2040 General Plan, adopted June 15, 2021 • Chapter 10 – Open Space & Resource Conservation Element				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

Response:

A project may be inconsistent with the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the South Coast Air Quality Management District (SCAQMD), incorporates local city general plans and the Southern California Association of Governments' (SCAG) 2016 RTP/SCS socioeconomic forecast projections of regional population, housing, and employment growth.[1,2]

The employment growth forecasts in SCAG's 2016 RTP/SCS for the City estimate that the total number of jobs would increase from 31,400 in 2012 to 83,200 in 2040, a total increase of 51,800 jobs.[2] The minor increase in employment anticipated from a gas station with a food mart/retail store component would be within the SCAG's project 2040 employment increase of 51,800 from 2012, and the project would not cause the City to exceed official regional employment projections.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and fine particulate matter ($PM_{2.5}$). As shown in Table 3 and Table 4, below, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (volatile organic compounds [VOC] and nitrogen oxides [NO_X]) and $PM_{2.5}$. Since the project's employment would be within SCAG 2016 forecasts, the project would be consistent with the AQMP. No impact would occur.

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

Response:

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB. These thresholds are shown in Table 1 and are used to evaluate a project's potential air quality impacts.[1]

Table 1 SCAQMD Air Quality Significance Thresholds

Pollutant	Construction (Pounds per Day)	Operation (Pounds per Day)
NO_x	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
CO	550	550

NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM_{10} = Particulate Matter with a diameter of 10 microns or less; $PM_{2.5}$ = Particulate Matter with a diameter of 2.5 microns or less; SO_x = Sulfur Oxide; CO = Carbon Monoxide

Source: Appendix A

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the1993 *CEQA Air Quality Handbook*.[3] LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and

have been developed for NO_X, carbon monoxide (CO), large particulate matter (PM_{10}), and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway.[4,5] As such, LSTs are typically applied only to construction emissions because the majority of operational emissions are associated with project-generated vehicle trips.

The SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. If a site is greater than five acres, SCAQMD recommends a dispersion analysis be performed. The project parcel totals approximately 6.9 acres, but project construction would only disturb an area of approximately 2.4 acres. Therefore, this analysis utilizes the two-acre LSTs. LSTs are provided for receptors at a distance of 82 feet (25 meters), 164 feet (50 meters), 328 feet (200 meters), 1,640 feet (500 meters) from the project disturbance boundary to the sensitive receptors. The main construction activity would occur approximately 125 feet (38 meters) north of the closest sensitive receptor, which is a single-family residential property. Therefore, the allowable emissions for 125 feet were linearly interpolated using the emissions at 82 feet and 164 feet at SRA-24 (Perris Valley). LSTs for construction in SRA-24 on a two-acre site with a receptor 125 feet away are shown in Table 2.

Table 2 SCAQMD LSTs for Construction

Pollutant	Allowable Emissions for a 2-acre Site in SRA-24 for a Receptor 125 Feet Away (pounds per day)
Gradual conversion of NO_X to NO_2	162
CO	1,080
PM_{10}	14
$PM_{2.5}$	5

NO_x = Nitrogen Oxides; NO_2 = Nitrogen Dioxide; CO = Carbon Monoxide; PM_{10} = Particulate Matter with a diameter of 10 microns or less; $PM_{2.5}$ = Particulate Matter with a diameter of 2.5 microns or less

Source: Appendix A

The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0 CalEEMod uses project-specific information, including the project's land uses, square footages for different uses, and location, to estimate a project's construction and operational emissions. Appendix A describes the methodology used.

Construction Impacts

Project construction would involve site preparation, grading, building construction, paving, and architectural coating activities that have the potential to generate air pollutant emissions. Table 3 summarizes the estimated maximum daily emissions of VOC, NO_x, CO, sulfur dioxide (SO_2), PM_{10}, and $PM_{2.5}$. As shown in the table, emissions would not exceed the SCAQMD regional thresholds or LSTs. Furthermore, the project would implement all standard mitigation measures to control fugitive PM_{10} dust. Therefore, project construction would not result in a cumulatively considerable net increase of criteria pollutant, and impacts would be less than significant.

Table 3 Project Construction Emissions

Year	Maximum Daily Emissions (lbs/day)					
	VOC	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
2022	5	18	16	4	2	<1

ISSUES & SUPPORTING INFORMATION SOURCES:			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceed?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Onsite Emissions	5	17	14	4	2	<1
SCAQMD LST	N/A	162	1,080	N/A	14	5
Threshold Exceeded?	**No**	**No**	**No**	**No**	**N/A**	**N/A**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter less than 10 microns; $PM_{2.5}$ = particulate matter with a diameter less than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips

Source: Table 2.1 "Overall Construction-mitigated" emissions of Appendix A. Highest of Summer and Winter emissions results are shown for all emissions.

Operational Impacts

The project would generate criteria pollutants during operation. To determine whether a project would result in emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the SCAQMD.

Table 4 summarizes the project's operational emissions by emission source (area, energy, and mobile). As shown below, the emissions generated by operation of the proposed project would not exceed the SCAQMD's threshold for any criteria pollutant. Therefore, project would not contribute substantially to an existing or projected air quality violation. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of criteria pollutants.

Table 4 Project Operational Emissions

	Maximum Daily Emissions (lbs./day)					
Emission Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	6	4	33	<1	4	1
Project Emissions	**6**	**4**	**33**	**<1**	**4**	**1**
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter less than 10 microns; $PM_{2.5}$ = particulate matter with a diameter less than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations.

Source: Table 2.2 "Overall Operation-Mitigated" emissions of Appendix A. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for project sustainability features and/or compliance with specific regulatory standards. No mitigation measures are required for this project.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Therefore, project construction and operation would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant				
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Response:

The sensitive receptors nearest to the project site are single-family residences located approximately 125 feet south of the main project operational area. Residences are also located east the project boundaries across Redlands Boulevard.[1]

Carbon Monoxide Hotspots

A carbon monoxide hotspot is a localized concentration of carbon monoxide that is above a carbon monoxide ambient air quality standard. Localized carbon monoxide hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local carbon monoxide concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm.[6]

A detailed carbon monoxide analysis was conducted during the preparation of SCAQMD's 2003 AQMP.[7] The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB, those which would be expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near the Interstate-405. The concentration of CO at this intersection was 4.6 ppm, which is well below the state and federal standards. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day.

The total existing ADT for the nearest major intersection to the proposed project, Hemlock Avenue and State Route 60 westbound ramps, was estimated at 14,470 vehicles based on the traffic impact analysis (Appendix J). In the opening year of the project, the ADT at this intersection would increase to 19,150 vehicles with the project generating approximately 532 trips (11.4 percent of the total new trips). Both the existing and opening year ADT are below the 100,000-vehicle count on the Wilshire Boulevard/Veteran Avenue intersection that was already well below the standards. Thus, even though there would be more vehicle trips under the proposed project than under existing conditions, project-generated local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the one-hour or eight-hour CO standard. Therefore, impacts would be less than significant.

Toxic Air Contaminants

Construction Impacts

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a toxic air containment (TAC) by CARB in 1998.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 12 months) is one percent of the total exposure period used for health risk calculation. Therefore, DPM generated by project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic

TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. This impact would be less than significant.

Operational Impacts

TACs commonly associated with gasoline dispensing stations include the organic compounds of benzene, toluene, and xylene. In particular, benzene is a known human carcinogen and can result in short-term acute and long-term chronic health impacts. Between 1990 and 2005, benzene in California's air was reduced by over 75 percent due to implementation of control technologies, such as vapor recovery systems, and reductions of benzene levels in gasoline. Today, gasoline dispensing facilities account for a relatively small fraction of total benzene emissions. However, near source exposure resulting from gasoline dispensing facilities, particularly very high throughput retail or wholesale facilities, can result in elevated health risks to nearby sensitive receptors.

The project would require a permit to construct and operate a gasoline dispensing facility from the SCAQMD, which will review the facility design and location for compliance with SCAQMD standards for air quality and community health. SCAQMD Rule 461 requires all retail service stations to have Phase I and Phase II EVR systems to control gasoline emissions. All storage tank vent pipes are also required to have valves to further control emissions. While the emission factors employed in this analysis assume use of Phase I EVR technology to control loading emissions and Phase II EVR systems for spillage emissions, hose permeation and refueling emission factors do not account for use of Phase II EVR systems and, therefore, the analysis is conservative.

To evaluate the potential impacts of TACs emitted during operation of the proposed gas station component of the project, Rincon completed a health risk assessment (HRA) using CARB's Hotspots Analysis and Reporting Program (HARP 2) model (version 19121). Potential health risks to nearby sensitive receptors from the emission of TACs during operations at the proposed gasoline fueling facility were analyzed in accordance with the SCAQMD's *Risk Assessment Procedures for Rules 1401, 1401.1 and 212 AB 2588 and Rule 1402 Supplemental Guidelines,* California Air Pollution Control Officers Association's (CAPCOA) *Gasoline Service Station Industrywide Risk Assessment Guidelines*, and the Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments.*

SCAQMD has developed significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}) or a cancer burden of 0.5 excess cancer cases in areas exceeding 1 in 1 million risk. Additionally, non-carcinogenic health risks are assessed in terms of a hazard index. A project would result in a potentially significant impact if it would result in a chronic and acute hazard index greater than 1.0.

Residential cancer risks were calculated for a 30-year exposure duration using the Risk Management Policy (RMP) and the Derived Method by selecting HARP 2's Inhalation, Soil Ingestion, Dermal, Mother's Milk, and Homegrown Produce pathways. Pursuant to SCAQMD Risk Assessment Procedures, residents aged 16 and older were assumed to spend 73 percent of their time at home. Residents under age 16 were assumed to attend a school or daycare proximate to their home, and therefore, fraction of time at home values were not applied to this age group. For off-site worker receptors, cancer risk was calculated using the OEHHA Derived Method for the Inhalation, Soil, and Dermal exposure pathways. A 25-year exposure duration for worker receptors was modeled. For all risk scenarios, a deposition rate of 0.02 meters/second was applied, and a warm climate was assumed for the dermal pathway pursuant to SCAQMD guidance.

Finally, for comparison with applicable SCAQMD thresholds, overall cancer burden associated with the project was calculated. Cancer burden evaluates the potential population-level increase in cancer risk and is defined as the increases in cancer cases in the population due exposure to TACs from a project. Pursuant to OEHHA, cancer burden uses a 70-year exposure duration and only evaluates residential exposure. In this analysis, cancer burden was calculated by estimating the number of residents that could be exposed to an incremental excess cancer risk of 1 in 1 million and multiplying the number of exposed residents by the estimated incremental excess cancer risk of the maximum exposed individual resident (MEIR) at the 70-year exposure duration. The number of residents that could be exposed to an incremental excess cancer risk was estimated by counting the number of residences in or touching the

1 in 1 million risk isopleth at the 70-year exposure duration (eight residences for this project) and assuming that each residence contains 3.85 individuals, the average household size in the City of Moreno Valley.

The maximum resident and worker cancer risks, as well as cancer burden, are presented in Table 5. The MEIR is the modeled residential receptor experiencing the highest incremental excess cancer risk under 30-year residential exposure duration. The MEIW is the off-site work receptor experiencing the highest incremental excess cancer risk under a 25-year worker exposure duration. Both the MEIR and MEIW were determined through an iterative process evaluating and relocating potential receptors based on model-generated risk contours to ensure the maximum incremental excess cancer risk is captured. The model outputs and summary form are along with the risk isopleths are available in Appendix A. As shown in Table 5, incremental excess cancer risks resulting from operation of the project would not exceed SCAQMD thresholds.

Table 5 Maximum Resident and Worker Cancer Risk

	Maximum Exposed Individual Resident (MEIR)[1]	Maximum Exposed Individual Worker (MEIW)[2]	Cancer Burden[3]
Incremental Excess Cancer Risk	5.5 in 1 million	0.2 in 1 million	0.0002
Threshold	10 in 1 million	10 in 1 million	0.5
Threshold Exceeded?	No	No	No

[1] Based on 30-year resident exposure.

[2] Based on 25-year worker exposure.

[3] Based on eight households within the 1 in 1 million incremental excess cancer risk contour, an average household size of 3.85 persons per household in the city of Moreno Valley (California Department of Finance 2020), and the MEIR 70-year incremental excess cancer risk of 6.24×10^{-6}.

See Appendix A for model outputs.

Other long-term operational TAC emissions include toxic substances such as cleaning agents in use on-site. Compliance with state and federal handling regulations would ensure that emissions remain below a level of significance. The use of such substances such as cleaning agents is regulated by the 1990 CAA Amendments as well as state-adopted regulations for the chemical composition of consumer products. Therefore, long-term operation of the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations and the impact would be less than significant.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Response:

For construction activities, odors would be short-term in nature and are subject to SCAQMD Rule 402 Nuisance. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.[1]

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. The proposed project, a fueling station with a food mart/retail store, would not include any of these uses. The fueling station would emit odors during operation in the form of diesel exhaust from vehicles and operation of the fueling pumps. The increase in odor emissions, however, would be minimal, as vehicle exhaust is already prevalent due to the high levels of vehicle traffic on Redlands Boulevard and State Route 60.[1]

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from onsite waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.				
Sources: 1. Appendix A Air Quality and Greenhouse Study prepared by Rincon Consultants, June 2021 2. 2016-2040 RTP SCS Appendix Demographics and Growth Forecast prepared by SCAG, April 2016				
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?	☐	☒	☐	☐

Rincon Consultants prepared a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis and Habitat Assessment in September 2021, a Jurisdictional Waters and Wetlands Delineation Report in September 2021, and a MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) in October 2021.[1,2,3] The MSHCP Consistency and Habitat Assessment Report mapped vegetation, aquatic communities, and unvegetated land; documented plant and wildlife species present; and evaluated habitats on-site for the potential to support special-status species. A formal jurisdictional delineation was completed by Rincon on April 19, 2021, with a jurisdictional delineation field survey conducted on May 27, 2021. A field reconnaissance survey was conducted on March 22, 2021. Additionally, a focused Burrowing Owl (BUOW) survey was prepared by HELIX Environmental Planning, Inc. in May 2018.[4] The DBESP was prepared due to the project's impacts to MSHCP Section 6.1.2 riparian/riverine habitat. The results and project impacts summarized below are based on findings from all three reports.

Response:

The project site is a vacant parcel that has been subject to periodic mechanical disturbance and is dominated by annual, ruderal vegetative species. Surrounding land uses include residences and commercial uses to the south and vacant land to the west and north. The project site is within the Reche Canyon/Badlands Area Plan and not within any required amphibian and mammal habitat assessment areas, Criteria Area Species Survey Area, or Narrow Endemic Plant Survey Area. However, the site is within a BUOW survey area.[1]

No special status plants or wildlife species were observed during the March 22, 2021 field reconnaissance survey. The BUOW habitat assessment that occurred simultaneously with the field survey did not detect any BUOW signs or individuals. The focused BUOW survey conducted by HELIX Environmental Planning in April 2018 also did not observe BUOWs or signs of BUOW.[3] However, since the site is suitable habitat for BUOWs there is potential for BUOWs to be present onsite. Therefore, the project would have a potentially substantial adverse effects on special-status plants species or wildlife species. Implementation of Mitigation Measure BIO-1 would require a pre-construction survey be conducted in all areas of suitable habitat. Impacts would be less than significant with mitigation.

Mitigation Measure

- **Mitigation Measure BIO-1**: A pre-construction survey shall be performed in accordance with the Western Riverside County Regional Conservation Burrowing Owl Survey Instructions (2006) 30 days prior to site disturbance and by a qualified biologist. The pre-construction survey shall include suitable habitat within the project site and areas up to 492 feet (150 meters) within the project site. If burrowing owls are detected within the survey area, then consultation with the CDFW and USFWS (collectively referred to as the "Wildlife Agencies") regarding an appropriate buffer from active burrows is required. The Wildlife Agencies may additionally require preparation

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
and implementation of an approved BUOW Avoidance and Relocation Plan to ensure any project impacts to BUOW are avoided.				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Response:

The MSHCP has specific habitat assessment requirements, including the identification of riparian/riverine habitat and vernal pools within the project area. Two drainage features were identified during the field reconnaissance survey and jurisdictional delineation. The first feature is a roadside drainage channel that borders the western edge of Redlands Boulevard, and the second feature is an erosional feature that is part of a larger discontinued wash that originates from the Box Springs Mountains and flows southeastward over the Moreno Valley. Per the Jurisdictional Waters and Wetlands Delineation Report, both features appeared to be ephemeral water bodies due to their overall dry conditions and storm flows that appeared to last only a short time following precipitation. These features are considered riverine but do not contain habitat for riparian/riverine/vernal pool species. The features do not have upland, non-riparian/riverine vegetative species and do not contain habitat for wildlife species under MSHCP Section 6.1.2.[2] The roadside drainage channel is 0.21 acre and 520 linear feet, and the erosional drainage ditch is 0.04 acre and 100 linear feet. Construction of the project would permanently impact 0.21 acres of riparian riverine area in the roadside drainage channel with no temporary impacts anticipated. The project would fill the roadside drainage channel on-site, install a 54-inch reinforced concrete pipe (RCP), remove the existing 24-inch RCP with associated headwalls near the intersection of Redlands Boulevard and Hemlock Avenue and remove the existing concrete box culvert under the Spruce Avenue.[2] Therefore, to compensate for the permanent loss of riparian/riverine resources, Mitigation Measure BIO-2 would be required. Compensatory mitigation for permanent impacts to riparian/riverine area would involve purchase of re-establishment credits at a 1:1 mitigation to impact ratio and rehabilitation credits at a 1:1 mitigation to impact ratio from the Riverpark Mitigation Bank. In addition, to avoid indirect impacts due to construction activities, the MSHCP Appendix C Standard Best Management Practices would be required and as a standard conditional of approval. Refer to Appendix D for a list of those measures. Impacts would be less than significant with mitigation.

Mitigation Measure

- **Mitigation Measure BIO-2**: To compensate for the permanent loss of 0.21 acre of riparian/riverine resources in the project site, ensure no net loss of riparian/riverine resources, and address the temporal loss of riparian/riverine resources, the project applicant shall purchase 0.21 acre of re-establishment credits and 0.21 acre of rehabilitation credits from the Riverpark Mitigation Bank, based on Wildlife Agencies approval. This compensatory mitigation shall be implemented prior to ground disturbance associated with project construction activities.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Response:

As discussed under Item IV(b), two drainage sites were identified on-site. Both features are riparian/riverine but do not act as vernal pool habits since no signs of pooling were observed on-site. The features are not considered waters of the United States and would not require regulation by the by United States Army Corps of Engineers (USACE) due to the promulgation of the 2008 Rapanos Guidance. The features also do not contain wetland waters subject to the Santa Ana Regional Water Quality Control Board (RWQCB) California Department of Fish and Wildlife (CDFW). Therefore, since there are no State or the federally protected wetlands within the project area, there would be no substantial adverse effect and no impacts would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Response:

Wildlife movement includes migration (i.e., usually one way per season), inter-population movement (i.e., long-term genetic flow) and small travel pathways (i.e., daily movement corridors within an animal's territory). While small travel pathways usually facilitate movement for daily home range activities such as foraging or escape from predators, they also provide connection between outlying populations and the main corridor, permitting an increase in gene flow among populations. Redlands Boulevard borders the project site to the east and State Route 60 is approximately 560 feet south of the site. Residential and commercial uses are also immediately south of the project's southern border. Vacant parcels are north and west. The surrounding roadways and developed land uses act as barriers to movement for terrestrial species, thus eliminating any connectivity between blocks of core habitat and constraining wildlife movement in the immediate vicinity of the project site. Furthermore, the project is not located within a conservation and separated to the nearest conservation area (approximately 0.8-mile northeast of the site) by roadways and development.1 It does not serve as a wildlife corridor or nursery site. The project would not interfere with the movement of native resident or migratory species nor would it impede wildlife corridors or nursery sites. Therefore, no impacts would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Response:

General Plan 2040 and the Moreno Valley Municipal Code contain policies, development standards and permitting procedures applicable to sites containing wetlands, waterways and riparian habitat, hillsides, and woodland resources. The applicable ordinance includes City of Moreno Valley Municipal Code Chapter 3.48 *Western Riverside County MSHCP Fee Program* and Chapter 8.60 *Threatened and Endangered Species*. Per Municipal Code Chapter 3.48, the project would be required to pay a local development mitigation fee to assist the City of Moreno Valley implement the MSHCP reserve system. Under Municipal Code 8.60, the project would be required to pay a local development and mitigation fee that supports that habitat conservation plan for the Stephens's Kangaroo Rate.[5] Therefore, the project would not conflict with local policies and ordinances. Impacts would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Response:

The project area is located within the Riverside County MSHCP. The proposed project would not conflict with the MSHCP, or any other known local, regional, or state habitat conservations plans as the project site does not contain sensitive plant or animal species, vernal pools, or sensitive natural communities. In addition, the site is not within a burrowing owl special survey area or proposed conservation area.[6] The project will be conditioned to pay required Stephen's kangaroo rat mitigation fees and will also be subject to impact fees to support the implementation for the MSHCP as provided for by City ordinance. Implementation of Mitigation Measures BIO-1 and BIO-2 to ensure that requirements of the MSHCP are adhered to during construction activities. Therefore, no impacts to the MSHCP or other habitat conservation area would occur.

Sources:

1. Appendix B MSHCP Consistency and Habitat Assessment Analysis prepared by Rincon Consultants, Inc., September 2021
2. Appendix C Jurisdictional Waters and Wetlands Delineation prepared by Rincon Consultants, Inc., September 2021

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

3. Appendix D Determination Biologically Equivalent or Superior Preservation prepared by Rincon Consultants Inc., October 2021
4. Appendix E Focused Burrowing Owl Survey prepared by HELIX Environmental Planning, May 2018
5. Moreno Valley Municipal Code Chapter 8.60 – Threatened and Endangered Species
6. Moreno Valley Municipal Code Chapter 3.48 – Western Riverside County Multiple Species Habitat Conservation Plan Fee Program Ordinance

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒

Response:

A Cultural Resources Survey Report was prepared by HELIX Environmental Planning (HELIX).[1] HELIX conducted a records search of the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) on October 24, 2017. The records search covered a one-mile radius around the project area and included archaeological and historical resources, locations and citations for previous cultural resources studies, and a review of the state Office of Historic Preservation (OHP) historic properties directory. The records search indicated the presence of 21 previously recorded cultural resources within a one-mile radius of the project site, all of which are historic. None of the resources were located within the project site.

According to Section 15064.5 of the CEQA Guidelines, a substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Because no historical resources are present on site, the proposed project would not result in an adverse change in the significance of an historical resource. Therefore, no impacts to historical resources will occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐

Response:

As discussed under Item V(a), a records search was conducted for a one-mile radius around the project area and indicated that there are no recorded archaeological resources within the project site.[1]

HELIX contacted the Native American Heritage Commission (NAHC) on November 1, 2017 for a Sacred Lands File search and list of Native American contacts for the project area. The NAHC indicated in a response dated November 2, 2017 that no known sacred lands or Native American cultural resources are within the project area. Letters were sent on November 9, 2017 to Native American representatives and interested parties identified by the NAHC. Six responses were received as follows:

1) The Agua Caliente Band of Cahuilla Indians responded on December 18, 2017 and deferred to the Soboba Band of Luiseño Indians.
2) The Augustine Band of Cahuilla Indians responded on December 1, 2017 that they were not aware of any specific cultural resources that would be affected by the project and that Native American Tribes within immediate vicinity of the project be contacted for more specific information regarding cultural resources. In addition, the Tribe encouraged that a monitor who is qualified in Native American cultural resources be contracted for the full-time monitoring during pre-construction and construction phases of the project. If any cultural resources are discovered during the development of the project, then the Augustine Band of Cahuilla Indians wants to be notified.
3) The Pala Band of Missions Indians determined that the project is not within the Pala Indian Reservation and is beyond the territory that the tribes considers its Traditional use Area in a response dated December 27, 2017. The Tribe defer to the wishes of Tribes in closer proximity to the project area.

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

4) The Rincon Band of Luiseño Indians responded on December 8, 2017 that the project is within the territory of the Luiseño people and within Rincon's specific area of Historic interested. There is a Luiseño place name, Noiléngli, located approximately two miles north of the project. A copy of the cultural resources report and the records search result was requested by the Tribe.
5) The Soboba Band of Luiseño Indians stated that the project area is within the bounds of the Tribal Traditional Use Area and is considered sensitive by the people of Soboba in a response dated December 7, 2017. Thus, they requested the following:
   - To initiate a consultation with the project proponents and lead agency.
   - The transfer of information to the Soboba Band of Luiseño Indians regarding the progress of this project should be done as soon as new developments occur.
   - Soboba Band of Luiseño Indians continue to act as a consulting tribal entity for this project.
   - Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. For this reason, the Soboba Band of Luiseño Indians request that Native American Monitor(s) from the Soboba Band of Luiseño Indians Cultural Resource Department to be present during any ground disturbing proceedings. Including surveys and archaeological testing.
   - Request that proper procedures be taken and requests of the tribe be honored.
6) The Viejas Band of Kumeyaay Indians responded on November 20, 2017 that the project site has little cultural significant to Viejas and recommends the Tribes closet to the cultural resources are contacted.

In addition, the following responses for tribal consultation were received by the City:

1) The Morongo Band of Mission Indians started that the project site is located within the Tribe's aboriginal territory, or in an area considered to be a traditional use area, or one in which the Tribe has cultural ties. The Tribe requested the following in a letter dated April 4, 2018:
   - A thorough records search be conducted by contacting the CHRIS Archaeological Information Centers and a copy of the search results be provide to the Tribe.
   - Tribal monitor participation during the initial pedestrian field survey of the Phase I Study of the project and a copy of the results. If a pedestrian survey has already been conducted, then a copy of the Phase I is requested by the Tribe.
2) The Pechanga Band of Luiseño Indians requested formal consultation in a letter dated March 22, 2018.The Tribe stated that they would assist the City in determining the type of environmental document that should be prepared for the project, help identify potential tribal cultural resources, determining substantial adverse effects, and to develop appropriate preservation, avoidance, and/or mitigation measures. It was also requested that the Tribe be added to all distribution lists for public notices and circulation of documents. It was further requested that the Tribe be directly notified of all public hearings and scheduled approvals.
3) The Soboba Band of Luiseño Indians requested formal consultation with the City in a letter dated April 3, 2018. The letter requested similar items compared to the December 7, 2017 letter with the Tribe requesting that they continue a consulting tribal entity for the project and that Native American Monitor(s) from the Soboba Band of Luiseño Indians be present during any ground disturbance. In addition, the transfer of information should be continued and that all proper procedures be taken at the request of the Tribe.

A pedestrian survey of the project site was conducted on November 10, 2017 by a HELIX archaeologist and Native American monitor from the Soboba Band of Luiseño Indians. The project area had excellent overall visibility with some vegetation obscuring ground area and a moderate amount of modern trash scattered throughout the project boundaries. No prehistoric or historic cultural material was observed within the archaeological survey area.

Although no archaeological resources have been recorded or identified within the project site, the potential to discover archaeological resources that may also be considered historical resources during construction of the project remains a possibility. As such, impacts to unanticipated resources are potentially significant. The following mitigation would reduce archaeological impacts to less than significant levels.

Mitigation Measures

- **Mitigation Measure CR-1**: Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:

    a) Project grading and development scheduling;

    b) The Project Archeologist and the Consulting Tribes(s) as defined in Mitigation Measure CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project Archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

    c) The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

- **Mitigation Measure CR-2**: Prior to the issuance of a grading permit, the Developer shall secure agreements with the Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians for tribal monitoring. The Developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to Public Resources Code Section 21083.2.

- **Mitigation Measure CR-3**: In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

    a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:

        i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.

        ii. On-site reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in Mitigation Measure CR-1.

- **Mitigation Measure CR-4**: The City shall verify that the following note is included on the Grading Plan:

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

- **Mitigation Measure CR-5**: If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the mitigation measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in Mitigation Measure CR-1 before any further work commences in the affected area.

Adherence to Mitigation Measures CR-1 through CR-5 would reduce impacts to cultural resources to a less-than-significant level.

c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?	☐	☒	☐	☐

Response:

No human remains have been identified within the project site; however, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, California Health and Safety Code Section 7050.5 states 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. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner would notify the Native American Heritage Commission, which would determine and notify a most likely descendant (MLD). The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the

remains in an area of the property secure from subsequent disturbance. With adherence to State law and incorporation of Mitigation Measure CR-6, impacts related to the discovery of human remains would be less than significant.[1]

Mitigation Measures

- **Mitigation Measures CR-6:** If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 5-days of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations and engage in consultations concerning the treatment of the remains (Public Resources Code 5097.98) (GP Objective 23.3, CEQA).

Adherence to Mitigation Measure CR-6 would reduce impacts to a less-than-significant level.

Sources:

1. Appendix F Cultural Resources Survey Report prepared by HELIX, January 2018.

VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Response:

The proposed project would use nonrenewable resources for construction and operation of the project. Natural resources that would be utilized by the project include petroleum-based fuels for vehicles and equipment. The anticipated use of these resources is detailed in the following subsections. As supported by the discussion below, the proposed project would not create energy demand that would result in a significant environmental impact.

Construction Energy Demand

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. As shown in Table 6, project construction would require approximately 30,661 gallons of diesel fuel and approximately 6,102 gallons of gasoline. Of the 28,282 gallons of diesel fuel, construction equipment would consume an estimated 27,119 gallons and hauling and vendor trips would consume approximately 3,542 gallons of diesel fuel. These construction energy estimates are conservative, because they assume the equipment used operates every day of construction.[1]

Table 6 Estimated Fuel Consumption during Construction

	Fuel Consumption (gallons)	
Source	**Gasoline**	**Diesel**
Construction Equipment and Hauling Trips	–	30,661
Construction Worker Vehicle Trips	6,102	–
See Appendix G for energy calculation sheets.		

Energy use during construction would be temporary, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations (CCR) Title 13 Sections 2449 and 2485,

which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, minimizing unnecessary fuel consumption. Construction equipment would be subject to the U.S. Environmental Protection Agency (USEPA) Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as California's Green Building Standards Code ([CALGreen] CCR, Title 24, Part 11), the project would comply with construction waste management practices to divert a minimum of 75 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips associated with customers and employees. As shown in Table 7, project operation would require approximately 88,551gallons of gasoline and 15,118 gallons of diesel fuel for transportation fuels, 0.1 GWh of electricity, and 121 U.S. therms of natural gas. Transportation fuels would represent the greatest operational use of energy associated with the project. Compared to the existing undeveloped site, the project would result in an increase in the use of transportation fuel, electricity, and natural gas.[1,2]

Table 7 Estimated Fuel Consumption during Operation

Source	Energy Consumption per Year[1]	
Transportation Fuels[2]		
Gasoline	88,551 gallons	9,722 MMBtu
Diesel	15,118 gallons	1,927 MMBtu
Electricity	0.1 GWh	263 MMBtu
Natural Gas Usage	121 U.S. therms	1 MMBtu

[1] Energy consumption is converted to MMBtu for each source

[2] The estimated number of average daily trips associated with the project is used to determine the energy consumption associated with fuel use from operation of the project. According to CalEEMod calculations (see Appendix A), the project would result in approximately 1,907,475 annual vehicle miles traveled (VMT).

MMBtu: million metric British thermal units; GWh: Gigawatt hours

See Appendix A for CalEEMod output results for electricity and natural gas usage and Appendix G for transportation energy calculation sheets

The project would comply with all standards set in the California Building Standards Code, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation**.** California's CALGreen standards (CCR Title 24, Part 11) require implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (California Building Code Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards, with the 2019 standards being 30 percent more efficient for non-residential land uses than the 2016 standards. Furthermore, the project would further reduce its use of nonrenewable energy resources because the electricity generated by renewable resources provided by Southern California Edison (SCE) or the Moreno Valley Electric Utility (MVU) continues to increase to comply with State requirements through Senate Bill (SB) 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
100 percent by 2045. Through adherence with the above regulations, operational building energy usage would not be wasteful, inefficient, or unnecessary, and impacts would be less than significant.				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Response:

The City adopted its Energy Efficiency and Climate Action Strategy (Strategy) in 2012, which includes energy conservation goals and policies for municipal operations in Moreno Valley, and outreach programs to encourage local businesses and residents to implement utility energy efficiency measures such as design features that achieve water and energy use reductions, including compliance with Title 24.[3] The goals and policies established by the Strategy are geared towards municipal operations and the establishment of new local energy policies and, therefore, have limited applicability to commercial projects in the city. However, the proposed project would be in accordance with the overall intent of the Strategy. For example, the project would be required to comply with the non-residential mandatory measures in the 2019 CALGreen, Title 24, Part 11. The proposed project would also be required to comply with the energy standards in the California Energy Code, CALGreen Part 6. In addition, the project would provide electric vehicle parking spaces and use electricity from SCE and or MVU which are both subject to SB 100. Compliance with these regulations would minimize potential conflicts with adopted energy conservation plans. There would be no impact.

Sources:

1. Appendix G Energy Construction and Operational Energy Fuel Consumptions
2. Appendix A Air Quality and Greenhouse Gas Impact Study
3. City of Moreno Valley Energy Efficiency and Climate Action Strategy, adopted October 9, 2012
   - Section I – Energy Efficiency

VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf	☐	☐	☒	☐

Response:

The project site is located within a seismically active region and is within an Alquist-Priolo earthquake fault zone.[1] The nearest mapped fault is the San Jacinto Fault, which is located approximately 0.6 mile northeast of the project site, as mapped on City of Moreno Valley 2040 General Plan Final Environmental Impact Report (FEIR) Figure 4.7-1, Fault Zones.[2] Because there are no faults located on the project site, the potential for the proposed project to expose people or structures to substantial adverse effects, including the risk of loss, injury or death involving ground rupture is considered low, and impacts would be less than significant.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Response:

As discussed above under Item VI(a)(i), the project site is located in a seismically active area of southern California and is expected to experience moderate to severe seismic events during the lifetime of the proposed project. As a mandatory condition of project approval, the project would be required to construct the proposed buildings in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the City of Moreno Valley Building Code, which is based on the CBSC with local amendments. The CBSC and City of Moreno Valley Building Code provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and have been specifically tailored for California

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
earthquake conditions. With mandatory compliance with these standards, the project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking, and impacts would be less than significant.				
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
Response: Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion and behave as a liquid. According to City of Moreno Valley 2040 General Plan FEIR Figure 4.7-2, the project site is located in an area with a moderate potential for liquefaction.[2] However, in the Preliminary Geotechnical Report, there is low potential for liquefication on-site (Appendix H).[3] In addition, as described above in Item VI(a)(ii), the City would require that the property be developed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the CBSC and the City of Moreno Valley Building Code. Therefore, the project's impacts related to exposing people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction, would be less than significant.				
iv) Landslides?	☐	☐	☐	☒
Response: The City of Moreno Valley 2040 General Plan identifies the Badlands area of the city as having a potential for landslides. The project site is located approximately 1.5 miles south from the Badlands area and is in a flat area lacking steep slopes.[4] Therefore, the project site is not at risk of landslides and no related impacts would occur.				
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
Response: On-site soils include Hanford coarse sandy loam (HcC) and Pachappa fine sandy loam (PaC2), each of which comprises approximately half the area of the site.[5] Development of the vacant site would involve grading and soil movement, which could result in erosion. Because the project site has an area greater than one acre, the proposed project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) would also be required to address erosion and discharge impacts associated with the proposed on-site grading. In addition to preparation of a SWPPP, new development projects submitted to the City would be required to submit a project-specific Water Quality Management Plan (WQMP). A project specific WQMP was prepared for this project (Appendix H) by Winchester Associates, Inc.[6] The WQMP identifies measures to treat and/or limit the entry of contaminants into the storm drain system. Through compliance with the required permits and plans and preparation of the WQMP, the project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant.				
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?	☐	☐	☒	☐
Response: See Items VI(a)(iii), VI(a)(iv), and VI(b). The project site has a low potential for liquefaction, landslides, and soil erosion. With compliance with the CBSC and the City of Moreno Valley Building Code, design and engineering standards, impacts would be less than significant.				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
Response: Expansive soils generally have a significant amount of clay particles, which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these				

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

soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins.

The soil types discussed in Item VI(b) have a low shrink-swell potential due to their low clay content. Additionally, development of the proposed project site would be required to adhere to the CBSC and the City of Moreno Valley Building Code design and engineering standards. Impacts associated with this issue would therefore be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Response:

The proposed project would be served by an existing wastewater disposal system and would not install septic tanks or alternative wastewater disposal systems on site. Therefore, no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Response:

As shown in Figure 4-7.4 of the City of Moreno Valley's 2040 General Plan FEIR, the project site is located in a "Low Potential" paleontological resource area as excavation does not exceed 10 feet.[2] Exceeding 10 feet of excavation would change the paleontological sensitivity to high. The project would excavate greater than 10 feet below the ground surface when excavating for the underground storage tanks, which will require approximately 18 feet depth for excavation. Therefore, the possibility to uncover unique paleontological resources or geological features is potentially significant. Mitigation Measure GEO-1 has been identified to reduce paleontological resource impacts to less than significant.

Mitigation Measures

Mitigation Measure GEO-1: Prior to construction involving excavation more than 10 feet below existing surface grade, the construction contractor shall provide evidence that a qualified paleontologist has been retained, and that the paleontologist(s) shall be present during all grading and other significant ground-disturbing activities that reach more than 10 feet below existing surface grade. This is anticipated to only be for underground storage tank excavation for the proposed project. In the event fossiliferous deposits are encountered, the following measures shall be implemented:

- Monitoring shall be conducted by qualified paleontological monitor(s) of excavation in areas identified as likely to contain paleontological resources, including very old alluvial fan deposits. Paleontological monitors shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.
- Paleontological monitoring of any earthmoving shall be conducted by a monitor, under direct guidance of a qualified paleontologist. Earthmoving in areas of the parcel where previously undisturbed sediments are buried, but not otherwise disturbed, will not be monitored.
- If too few fossil remains are found after 50 percent of the planned-for earthmoving below 10 feet has been completed, monitoring can be reduced or discontinued in those areas at the project paleontologist's direction.
- Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.

- Specimens shall be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities.
- A report of findings with and appended itemized inventory of specimens shall be prepared. The report and inventory, when submitted to the City along with confirmation of the curation of recovered of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontological resources.

Adherence to Mitigation Measure GEO-1 would reduce impacts to paleontological resources to a less-than-significant level.

Sources:

1. California Geological Survey Information Warehouse: Regulatory Maps, California Department of Conservation, 2015, https://maps.conservation.ca.gov/cgs/informationwarehouse/
2. Final Environmental Impact Report City for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan
   - Section 4.7 – Geology and Soils
     - Figure 4.7-1 – Fault Zone
     - Figure 4.7-2 - Liquefaction
     - Figure 4.7-4 – Paleontological Sensitivity
     - Figure 5.6-2 – Seismic Hazards
   - Section 5.10 – Cultural Resources
     - Figure 5.10-3 Palaeontologic Resource Sensitive Areas
3. Appendix H Preliminary Geotechnical Investigation Report prepared by Geotechnical Group, April 2017
4. Moreno Valley 2040 General Plan, adopted June 15, 2021
   - Chapter 6 – Safety Element
     - Map S-3: Landslide Hazards
5. Web Soil Survey, U.S. Department of Agriculture, 2017, https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx
6. Appendix I Preliminary Hydrology Studies and Project Specific Water Quality Management Plan prepared by Winchester Associates, Inc., April 2021
   -

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?	☐	☐	☒	☐

Response:

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

According to CEQA Guidelines Section 15183.5, projects can tier off of a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP) in their white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. The City of Moreno Valley has adopted a qualified climate action plan (CAP).

The City of Moreno Valley CAP was adopted on June 15, 2021. The CAP addresses the SB 32 target of reducing GHG emissions 40 percent below 1990 levels by 2030 and the GHG emission target set in EO

S-3-15 for 2050 (i.e., 80 percent below 1990 levels by 2050). Pursuant with CEQA Guidelines Section 15183.5(b), the CAP is considered a qualified GHG reduction strategy that will allow developments to tier off and streamline the GHG analyses under CEQA. The CAP is a qualified GHG reduction strategy since it completed the following steps required to be considered qualified: the GHGRS quantified community-wide GHG emissions; the GHGRS prepared GHG projections for the next target year (e.g. 2030) for business-as-usual conditions and conditions that include GHG reduction measures; the GHGRS established emission level targets based on substantial evidence; the GHGRS specified mandatory and enforceable reduction measures that are applicable to existing developments, new developments, and municipal operations; the GHGRS includes an implementation and monitoring plan to monitor the plan's progress; the GHRS underwent CEQA review and was adopted after public hearings. Thus, the 2030 GHGRS is a qualified CAP that projects can tier off of for CEQA review. In addition, the CAP includes a consistency checklist for project-level tiering purposes. GHG emissions associated with the proposed project would be less than significant if the project is consistent with the *Climate Action Plan Consistency Checklist*. Table 8 shows the projects consistency with the CAP checklist.

Table 8 Project Consistency with the City of Moreno Valley CAP Checklist[1]

Goals, Targets, and Policies	Consistency
City of Moreno Valley General Plan Consistency	
Are the proposed land uses in the project consistent with the existing 2040 General Plan land use and zoning designation?	**Consistent** The project is a commercial development consisting of a 11 fueling stations (16 total dispensers), a 3,923 square foot food mart with 1,200 square feet of office and storage in the mezzanine level, and a 1,200 square foot retail store adjacent to the food mart. The project site is designated and zoned Highway Office/Commercial, which allows for office, education, and or research/development facilities, while the secondary permitted uses are for restaurant, retail, and service commercial uses. The project would be consistent with this land use designation and zoning since it would be a commercial use open to the general public.
City of Moreno Valley CAP Measure Consistency	
If the project includes new residential, commercial, and/or mixed-use development, would the project implement trip reduction programs? (Examples of residential trip reduction programs, or transportation demand management (TDM) strategies include, among others, installing and maintaining on-site bicycle parking; providing designated parking spaces for car share operations; offering an annual carshare membership to building residents or employees; posting wayfinding signage near major entrances directing building users to bus stops, bicycle facilities, car sharing kiosks, and other alternative travel options; and unbundling the price of parking from rents or sale of units.)	**Not Applicable** The project would accommodate a few employees. The project is anticipated to be exempt from the trip reduction requirement because the limited number of employees generated by the project would be less than typical thresholds. However, the project would include on-site bicycle parking for employee and customer use.
For projects including new construction or major remodeling of residential development, does the project include installation of real-time energy smart meters?	**Not Applicable** The project is a commercial use and would not be required to adhere to this measure.
During project construction, will clear signage reminding construction workers to limit idling of construction equipment provided?	**Consistent** The project would have clear signage onsite during all construction activities to limit idling of construction equipment.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
During project construction, will the project limit construction-related GHG emissions through one or more of the following measures: substituting electrified or hybrid equipment for diesel/gas powered equipment; using alternative-fueled equipment on-site; and avoiding use of on-site diesel/gas powered generators?	**Consistent** The project would avoid the use of onsite diesel/gas powered generators. Instead, electricity would be provided onsite during construction.			
For any new landscaping to be included as part of the project, does the project incorporate climate-appropriate, water-wise landscaping features, such as those identified in the *County of Riverside Guide To California Friendly Landscaping*.	**Consistent** The project would incorporate the climate-appropriate, water-wise landscaping features that are identified in the County of Riverside Guide to California Friendly Landscaping			

As shown in Table 8, the project would be consistent with the CAP Checklist measures. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and this impact would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

Response:

As detailed above, the City of Moreno Valley CAP addresses the 2017 CARB Scoping Plan and SB 32 in addition to EO S-3-15. Consistency with the CAP ensures that projects would be consistent with the applicable plan, policy, and regulations adopted to reduce GHG emissions. The proposed project would not conflict with plans and policies aimed at reducing GHG emissions since it is consistent with the CAP Checklist. Therefore, impacts would be less than significant.

Sources:

1. Appendix A Air Quality and Greenhouse Study prepared by Rincon Consultants, December 2021

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?	☐	☐	☒	☐

Response:

The proposed project involves the construction and operation of underground storage tanks and 16 fuel dispensers. The County of Riverside Health Department, Environmental Health Division, as the Certified Unified Program Agency (CUPA), would review the project to ensure the fuel dispensing system is designed in accordance with Federal and State Water Resources Control Board (SWRCB) standards for leak detection. The transport of fuel and tank filling operations would be conducted in compliance with applicable regulatory requirements. Other potentially hazardous materials associated with the fuel facility could be used and stored at the project site in accordance with regulatory requirements. The proposed project would not create a significant hazard to the public or the environment through routine use, transport, or disposal of hazardous materials, or from accidents involving the release of hazardous materials. Therefore, impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Response:

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Construction and operation of the fuel facility and food mart/retail store would be conducted in accordance with applicable regulatory requirements. hazardous material impacts during construction are not expected. Construction activities would potentially use a limited amount of hazardous, flammable substances/oils during heavy equipment operation for site preparation and building construction. However, any transport, use, and storage of hazardous materials during construction of the proposed project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22.[1] Therefore, impacts from the upset and accident conditions involving the release of hazardous materials would be less than significant.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
Response: The nearest school, Valley View High School, is located two miles to the southwest of the project site. The proposed project would comply with applicable regulatory requirements for hazardous materials. Therefore, the project would not emit hazardous emissions or create significant hazards from hazardous materials within one-quarter mile of an existing or proposed school, and no impacts would occur.				
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?	☐	☐	☐	☒
Response: Pursuant to Government Code Section 65962.5, the Department of Toxic Substance Control's Envirostor and SWRCB Geotracker databases were searched for hazardous materials sites at or in proximity to the project site. The results of the searches indicated that no hazardous materials sites are located on or immediately adjacent to the project site. The closest listed site is located approximately 4.5 miles west of the project site on Hemlock Avenue. The site is associated with tetrachlorethylene contamination at a site used for dry cleaning. The site has no potential to have an adverse effect on the project site. As such, no impacts would occur.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
Response: The project site is located approximately 6.5 miles northeast of March Air Reserve Base. According to City of Moreno Valley 2040 General Plan Map S-7, Airport Land Use Compatibility Zones, the project site is not located within the Airport Influence Area.[2,3] Because the project site is not located in an area identified within the Airport Influence Area, implementation of the proposed project would not result in a safety hazard for people living or working in the project area, and no impacts would occur.				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
Response: The project site does not contain emergency facilities, nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed project would be required to maintain adequate emergency access for emergency vehicles, as required by the City. Because the proposed				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
project would not interfere with an adopted emergency response or evacuation plan, impacts would be less than significant.[4,5]				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Response:

According to City of Moreno Valley 2040 General Plan FEIR Figure 4.18-1, the project site is not located in an area of substantial or high fire risk.[6] The surrounding area has either been developed or has vacant lots mostly devoid of vegetation. No wildlands are located on or adjacent to the project site. Therefore, implementation of the proposed project would not 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. No impacts related to wildland fires would occur.

Sources:

1. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
2. Moreno Valley 2040 General Plan, adopted June 15, 2021
   - Chapter 6 – Safety Element
     - Map S-7 – Airport Land Use Compatibility Zones
3. March Air Reserve Base (MARB)/March Inland Port (MIP) Airport Land Use Compatibility Plan (ALUCP) on November 13, 2014, (http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700)
4. Local Hazard Mitigation Plan, City of Moreno Valley Fire Department, adopted October 4, 2011, amended 2017, http://www.moval.org/city_hall/departments/fire/pdfs/haz-mit-plan.pdf
   - Chapter 5 – Wildland and Urban Fires
     - Figure 5-2 – Moreno Valley High Fire Area Map 2016
   - Chapter 12 – Dam Failure/Inundation
     - Figure 12-2 Moreno Valley Evacuation Routes Map 2015
   - Chapter 13 – Pipeline
     - Figure 13-1 – Moreno Valley Pipeline Map 2016
   - Chapter 14 – Transportation
     - Figure 14-1.1 – Moreno Valley Air Crash Hazard Area Map 2016
   - Chapter 16 – Hazardous Materials Accident
     - Moreno Valley Hazardous Materials Site Locations Map 2016
5. Emergency Operations Plan, City of Moreno Valley, March 2009, http://www.moval.org/city_hall/departments/fire/pdfs/mv-eop-0309.pdf
   - Hazard Mitigation and Hazard Analysis
   - Threat Assessment 2 – Hazardous Materials
   - Threat Assessment 3 – Wildfire
   - Threat Assessment 6 – Transportation Emergencies
     - Figure 17 – Air Crash Hazards
6. Final Environmental Impact Report City of Moreno Valley for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan
   - Section 4.18 – Wildfire
     - Figure 4.18-1 – California Fire Hazard Severity Zone

X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Response:

Temporary site preparation, grading, building construction, and paving activities during construction would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints,

and other solvents with the potential to affect water quality. The on-site construction activities would be required to comply with the City of Moreno Valley Municipal Code Chapter 8.10 *Stormwater/Urban Runoff Management and Discharge Controls.*[1] In addition, all of Moreno Valley County is within the jurisdiction of the RWQCB, which requires that all sites that disturb one acre or more obtain a National Pollutant Discharge Elimination System (NPDES) permit (Order No. R8-2010-0033) per Municipal Code Section 8.21.170.[2] The project would disturb approximately 2.4 acres; therefore, adoption and implementation of a SWPPP would be required during construction. Best management practices (BMPs) that may be implemented during construction include silt fences, gravel bag barriers, street sweeping, solid waste management, stabilized construction entrance/exit, water conservation practices, and spill prevention and control. Implementation of these or similar BMPs would reduce potentially adverse impacts of storm waters discharged from portions of the site affected by construction activities.

Long-term operation of the project may also generate water quality pollutants such as sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oils and grease, bacteria and viruses, and pesticides. As required by the City, the project proponent prepared a Water Quality Management Plan (WQMP). The project specific WQMP was prepared by Winchester Associates, Inc (Appendix I).[3] Operational BMPs include designing landscaping to minimize irrigation and runoff; bioretention facilities with underdrain and Filterra Bioscape open top planters; prohibiting vehicle equipment repair and maintenance, avoiding roofing, gutters, and trim made of copper or other unprotected metals that may leach into runoff; and sweeping sidewalks and parking lots regularly to prevent accumulation of litter and debris. In addition, the project would need to install a 40 foot by 120-foot underground detention/infiltration system to manage the increased downstream volume with the proposed development. Adoption and implementation of the required long term WQMP, which reflect the project's commitment to install and maintain appropriate stormwater structural facilities, as well as implement non-structural BMPs, would reduce potential long-term water quality impacts related to stormwater discharges to a less-than-significant level.

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

Response:

The proposed project would not require the use of groundwater and instead would rely on the Eastern Municipal Water District (EMWD) for imported water.[4] The project would increase the impervious surface area on-site through the development of canopy structures, buildings, and a parking lot (approximately 79,305 square feet).[3] An increase in impervious surface would potentially reduce the amount of groundwater recharge. However, runoff from the proposed impervious surfaces would be directed into proposed on-site bio-retention basins, where it would be eventually conveyed to an area where it could infiltrate into the local groundwater basin. Therefore, the project would have a less than significant impact on groundwater supply and recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

Response:

The existing site is relatively flat with a gentle fall to the southeast. The drainage pattern post-development would be similar as the existing conditions. The stormwater runoff will flow westerly to the southeast property corner, where it will be intercepted by the existing storm drain inlet and be discharged into the existing concrete drainage ditch along Redlands Boulevard.[3]

As discussed under Item X(a), the project has prepared a WQMP and would be required to comply with the requirements from a project specific SWPPP and the Santa Ana RWQCB NPDES. Compliance with these regulatory requirements would reduce erosion and siltation on- and-off-site. Therefore, implementation of the proposed project would not alter the existing drainage pattern of the site in a

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
manner which would result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.				
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
Response: The project would increase the impervious surface area and would have the potential to increase flow. However, the project would implement Low Impact Development (LID) bioretention BMPs to address all Drainage Management Areas (DMA).[3] These BMPs along with the WQMP would not increase the rate of amount of surface runoff that would result in flooding on-or offsite. Impacts would be less than significant.				
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
Response: See Item X(a). Through the use of bioretention facilities and the implementation of a NPDES permit, SWPPP, BMPs, and a WQMP, implementation of the proposed project would not create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The proposed development does not create any impact to the downstream storm drain system. Impacts would be less than significant.				
iv) Impede or redirect flood flows?	☐	☐	☒	☐
Response: According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Production ID 06065C0760G), the project site is identified as Zone X ("dotted").[5] Under this designation, the area is considered an area of minimal flood hazard (0.2 percent chance of annual floods) and is not a special flood hazard area. Therefore, the project is not expected to impede or redirect flood lows since the chances of flooding are low. Also, as discussed in Item X(a) and x(c)(ii), the project includes BMPs to manage runoff and flooding. Impacts would be less than significant.				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
Response: The project site is approximately over 40 miles east of the Pacific Ocean, thus there is no potential for tsunamis. There is also no potential for seiches since Perris Reservoir, the nearest body of water, is approximately five miles south of the project site. The site is also not located in potential inundation area due to failure of Lake Perris Dam (Figure 6-4 Flood Hazards).[6] However, the project site is located within a 500-year floodplain. Therefore, the project would be required to comply with Municipal Code Chapter 8.12 *Flood Damage Prevention and Implementation of National Flood Insurance Program* to ensure that flood safety measures are taken.[7] Impacts would be less than significant.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
Response: As discussed in Item X(a), the project would not use groundwater nor would it obstruct with groundwater recharge. It would submit a SWPPP and implement a WQMP in compliance with Santa Ana RWQCB requirements and to minimize the potential for waterborne pollutants. Therefore, the project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.				
Sources:				

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

1. Moreno Valley Municipal Code Chapter 8.10 – Stormwater/Urban Runoff Management and Discharge Controls
2. Moreno Valley Municipal Code Chapter 8.21 – Grading Regulations
3. Appendix I Preliminary Hydrology Studies and Project Specific Water Quality Management Plan prepared by Winchester Associates, Inc., April 2021
4. Eastern Municipal Water District (EMWD) 2015 Urban Water Management Plan
5. FEMA Flood Map Service Center, https://msc.fema.gov/portal/home
6. Moreno Valley 2040 General Plan, adopted June 15, 2021
   - Chapter 6 – Safety Element
     - Map S-4: Flood Hazard Areas
7. Moreno Valley Municipal Code Chapter 8.12 – Flood Damage Prevention

XI. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	☐	☐	☐	☒

Response:

The project site consists of vacant and undeveloped land located in a mostly undeveloped area of the city. The project site is located off public roadways and development of the site would not prohibit access to any existing public areas or throughfares. Therefore, the project would not physically disrupt or divide the established community and no impacts would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Response:

The project proposes to develop the property with a gas station and food mart/retail store. The proposed project would include a Conditional Use Permit (PEN18-0038) for a service station and convenience store. These uses would be consistent with the proposed zoning and land use designation of highway office/commercial from the 2040 General Plan.[1] Therefore, the project would not conflict with an applicable land use plan, policy, or regulation and no impact would occur.

Sources:

1. Moreno Valley 2040 General Plan 2040, adopted June 15, 2021
   - Chapter 2 – Land Use & Community Character
     - Map LLC-4: General Plan Land Use

XII. MINERAL RESOURCES – Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Response:

The City of Moreno Valley 2040 General Plan FEIR identifies the project area as Mineral Resource Zone 3 (MRZ-3). MRZ-3 denotes that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The proposed project would occur in an area that has not been used for mining, is currently designated as residential, and is surrounded by other urban development where mining operations are not expected to occur. Therefore, no impacts would occur.

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

Response:

See Item XI(a), above. No impacts related to mineral resource recovery would occur.

Sources:

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Final Environmental Impact Report City for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan • Section 4.12 – Mineral Resources • Figure 4.12-1 – Mineral Resource Zones 2.				
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Response:

There are a variety of noise descriptors that occur in this analysis. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period.[1]

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.[2]

Construction Noise Impacts

Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. Construction noise is typically loudest during activities that involve excavation and move soil, such as site preparation and grading. A potential high-intensity construction scenario includes a grader, loader, dozer, and dump truck working during grading to excavate and move soil.

At a distance of 100 feet, a grader, front-end loader, a dozer, and a dump truck would generate a noise level of 78 dBA L_{eq} (8-hour). For the office-zoned single-family properties to the south and single-family properties to the east of the site, project construction noise levels would be 74 dBA L_{eq} (8-hour) and 72 dBA L_{eq} (8-hour), respectively (see Appendix J for construction noise modeling results). The Federal Transit Administration's (FTA) daytime construction noise limit is 80 dBA (8-hour) for residential uses; therefore, project construction noise levels would not exceed construction noise thresholds. In addition, construction activities would be restricted to daytime hours per the Moreno Valley Municipal Code Chapters 11.80 allowed hours of 7:00 a.m. and 7:00 p.m. Therefore, impacts from construction noise would be less than significant.[3]

Operational Noise Impacts

Noise-generating mechanical equipment on the retail store and food mart rooftops include heating, ventilation, and air conditioning (HVAC) units and an exhaust fan (food mart only). The equipment was assumed to be placed on the approximate center of the rooftop; noise levels for the equipment are described below. This analysis conservatively assumes the equipment would operate continuously for a full hour (100 percent for 60 minutes) during the daytime and nighttime. For a conservative assessment, it has been assumed that the equipment would not include any type of screening.

Heating, Ventilation, and Air Conditioning Units

Based upon one ton of HVAC per 600 square feet of building space and the square footage of each proposed building shown on the site plan, one 3-ton Carrier 38HDR036 Performance Series Air Conditioner unit is estimated to be required for the retail store and one 10-ton Carrier 38AUD14 HVAC unit is estimated to be required for the food mart (see Appendix J for manufacturer's specifications). The

units for the retail store and food mart would generate an approximate sound power level of 72 dBA and 79 dBA; respectively, see Table 9 for noise spectrum data.[3]

Table 9 HVAC Noise Levels

	Noise Levels in dB[1] Measured at Octave Frequencies							Overall Noise Level in A-weighted Scale (dBA)[1]
HVAC Unit	125 Hz	250 Hz	500 Hz	1 KHz	2 KHz	4 KHz	8 KHz	
3-ton	56.5	63.0	65.0	66.0	64.0	62.5	57.0	72
10-ton	78.6	78.1	75.1	75.2	71.4	67.9	65. 1	79

[1] Noise Levels for 3-ton Carrier HDR38 Performance Series and 10-ton Carrier 38AUD14 rooftop HVAC units (see Appendix J for specification sheets).

Hz = Hertz; KHz = kilohertz

Roof Exhaust Fan

The food mart would also potentially include a roof exhaust fan on the rooftop of the building. It has been assumed that a Greencheck G-090-VG Direct Drive Centrifugal Roof Exhaust Fan would be used for the project (see Appendix J for manufacturer's specifications). This unit would generate an approximate sound power level of 66 dBA; see Table 10 for noise spectrum data.[3]

Table 10 Roof Exhaust Fan Noise Levels

Noise Levels in dB[1] Measured at Octave Frequencies								Overall Noise Level in A-weighted Scale (dBA)[1]
63 Hz	125 Hz	250 Hz	500 Hz	1 KHz	2 KHz	4 KHz	8 KHz	
77	74	69	63	58	55	51	44	55

[1] Noise Levels for a Greencheck G-090-VG Direct Drive Centrifugal Roof Exhaust Fan (see Appendix J for specification sheets).

Hz = Hertz; KHz = kilohertz

Based on Moreno Valley Municipal Code Table 11.80.030-2, operational noise would be significant if noise levels exceed 60 dBA from 8:00 a.m. to 10:00 p.m. or 55 dBA from 10:00 p.m. to 8:00 a.m. Noise levels at the nearest properties from each noise source and their combined noise levels are shown in Table 11.[3]

Table 11 Operational Noise Levels at Off-site Land Uses

		Noise Level (dBA L_{eq})				
Receiver	Description	3-ton HVAC	10-ton HVAC	Exhaust Fan	Combined	Exceed Thresholds ?[4]
Residential	South of site[1,2]	37	44	20	45	No
Residential	East of site[3]	36	44	20	45	No

[1] South of site residential receivers are located on properties that are zoned office use.

[2] Assumes 280 feet to residence south of the site

[3] Assumes 285 feet to residence east of the site

[4] Thresholds would be exceeded if exterior noise levels exceed 60 dBA from 7:00 a.m. to 10:00 p.m. or 55 dBA from 10:00 p.m. to 7:00 a.m.

See Figure 4 in Appendix J for receiver locations.

As shown in Table 11, combined operational activities on the project site would generate noise levels up to 45 dBA L_{eq} at nearby office- and residential-zoned properties. The combined operational noise from the retail store and food mart mechanical equipment would not exceed Moreno Valley's daytime and nighttime noise standards of 60 dBA and 55 dBA L_{eq}, respectively. Therefore, impacts from operational noise would be less than significant.[3]

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

Off-site Traffic Noise

Traffic-related noise impacts would be considered significant if project-generated traffic would result in exposure of sensitive receivers to an unacceptable increase in noise levels. For purposes of this analysis, a significant impact would occur if project-related traffic increases the ambient noise environment of noise-sensitive land uses by 3 dBA or more if the locations are subject to noise levels in excess of conditionally compatible levels, or by 5 dBA or more if the locations are not subject to noise levels in excess of the conditionally compatible levels identified in the City of Moreno Valley 2040 General Plan.[4]

The project would generate new vehicle trips that would increase noise levels on nearby roadways, which would occur primarily on Redlands Boulevard. The increase in roadway noise with the addition of project traffic is shown in Appendix J. Traffic data was obtained from the project's Traffic Impact Analysis, which is Appendix J. Due to the relatively small increase in overall ADT volumes from project-generated traffic, the noise level increases would range between 0.1 dBA L_{dn} to be 2.8 dBA L_{dn}. One project area roadway segment, Eucalyptus Avenue from Redlands Boulevard to east of Redlands Boulevard would experience the largest traffic noise level increase, 2.8 dBA L_{dn}, when comparing existing to existing plus project traffic scenario. It should be noted that there are no noise sensitive receivers along this roadway segment. Furthermore, the project's traffic noise increase would not exceed 3 dBA or more, and impacts would be less than significant.[3]

b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Response:

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.[5]

The greatest vibratory source during construction within the project vicinity would be a vibratory roller. Neither blasting nor pile driving would be required for construction of the project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA. Table 12 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration.[6]

Table 12 Vibration Levels Measured during Construction Activities

Equipment	PPV at 25 ft. (in/sec)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Source: FTA 2018

A significant impact would occur if the project would result in the generation of excessive groundborne vibration or groundborne noise levels. Vibration levels equal to or below 0.4 in./sec. PPV at residential structures would prevent structural damage for most residential building and vibration levels equal to or less than 1.0 in./sec. PPV would prevent damage to more substantial construction, such as high-rise, commercial, and industrial buildings. For human annoyance, the vibration level threshold at which transient, or temporary, vibration sources are considered to be distinctly perceptible is 0.24 in./sec. PPV.

Construction activities known to generate excessive groundborne vibration, such as pile driving, would not be conducted by the project. The greatest anticipated source of vibration during general project construction activities would be from a dozer, which may be used within 50 feet of the nearest off-site structure. A dozer creates approximately 0.089 in./sec. PPV at a distance of 25 feet.[6] This would equal a vibration level of 0.0315 in./sec. PPV at 50 feet. This vibration level is lower than the threshold of 0.24 in./sec. PPV. Therefore, temporary impacts associated with construction would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Response:

A significant impact would occur if the project exposes people residing or working in the project area to excessive noise levels. The March Air Reserve Base/Inland Port Airport is the nearest airport, located approximately 6.7 miles to the southwest of the project site. According to the noise compatibility contours figure for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the project site is located outside the airport's 60 dBA CNEL noise contour.[7] Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the project, and no impacts would occur.

Sources:

1. Malcolm J. Crocker (Editor). 2007. Handbook of Noise and Vibration Control Book, ISBN: 978-0-471-39599-7, Wiley-VCH, October.
2. California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2) September. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf
3. Appendix J Noise Study prepared by Rincon Consultants, April 2021
4. Moreno Valley 2040 General Plan, adopted June 15, 2021
   - Chapter 7 – Noise Element
     - Table N-1: Community Noise Compatibility Matrix
5. California Department of Transportation (Caltrans). 2020 Transportation and Construction Vibration Guidance Manual. (CT-HWANP-RT-20-365.01.01) September. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.
6. Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment*. November. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf
7. MARB/MIPAirport Land Use Compatibility Plan (ALUCP) on November 13, 2014. http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☐	☒

Response:

The project involves the construction and operation of a retail/food mart and fuel facility. No residential uses or other land uses associated with directly impacting population growth are included as part of the project. The temporary construction jobs associated with the project are expected to be fulfilled by the existing local labor pool, and it is not anticipated that the project would result in indirect population growth. Additionally, the project would use existing utilities and infrastructure on-site, and would not result in off-site improvements that would drive job or population growth; therefore, no impacts associated with population growth inducement would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Response:

The project site is vacant and would not displace existing housing. No impacts associated with housing displacement would occur.

Sources:

1. No sources cited

XV. PUBLIC SERVICES – Would the project:

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

i) Fire protection?	☐	☐	☒	☐

Response:

The City contracts with the Riverside County Fire Department to provide fire protection, fire prevention, and emergency services to its residents.[1] The fire station nearest the project site is the Riverside County Fire Department located at 28040 Eucalyptus Avenue, an approximate two-mile driving distance west of the project site. The proposed project would incrementally increase the need for fire protection services within the city but would not require the construction of new fire facilities to maintain acceptable service ratios, response times, or other performance objectives. The project would be required to adhere to all standards and conditions required by the City and the Riverside County Fire Department, including, but not limited to, restrictions on project design, imposition of construction standards, and payment of impact fees.[2] Adherence to these standards would result in a less than significant impacts associated with the provision of fire protection.

ii) Police protection?	☐	☐	☒	☐

Response:

The City contracts police services from the Riverside County Sheriff's Department.[1] The Moreno Valley Police Department (MVPD) operates out of the Central Police Station, located at 22850 Calle San Juan de Los Lagos. The proposed project would incrementally increase the need for police protection services within the city. The proposed project would be required to adhere to all standards and conditions required by the City and the MVPD, including the payment of impact fees. While the proposed project would incrementally increase the need for police protection, it would not require the construction of new facilities to maintain acceptable service ratios, response times, or other performance objectives.[2] Therefore, the proposed project would result in a less than significant impact associated with the provision of police protection.

iii) Schools?	☐	☐	☐	☒

Response:

The proposed project does not include uses that would generate school age children. As such, implementation of the proposed project would not place an increased demand on schools or require the construction of new schools, and no impacts would occur.

iv) Parks?	☐	☐	☐	☒

Response:

The proposed project does not include uses that would increase population growth. As such, implementation of the proposed project would not place an increased demand on parks or require the construction of new parks, and no impacts would occur.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
v) Other public facilities?	☐	☐	☐	☒

Response:

The proposed project does not include uses that would increase population growth. As such, implementation of the proposed project would not place an increased demand on other public facilities or require the construction of new facilities, and no impacts would occur.

Sources:

1. Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan
   - Section 4.15 – Public Services and Recreation
     - Figure 4.15-1 – Location of Public Facilities
2. City of Moreno Valley Municipal Code
   - Chapter 3.42, Commercial and Development Impact Fees (Ordinance No. 695)
     - Figure 5.13-1 – Location of Public Facilities

XVI. RECREATION – Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

Response:
Per Impact XV Response IV, the proposed project would not increase the usage of parks. No impacts would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☐	☒

Response:

The project involves the construction and operation of a gas station, fuel canopies, and a food mart/retail store. The project does not include recreational facilities or require the construction or expansion of recreational facilities. No impacts would occur.

Sources:

1. No sources cited.

XVII. TRANSPORTATION – Would the project:				
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Response:

Ganddini Group, Inc prepared a Transportation Impact Analysis (TIA) in August 2019 for the proposed project. The analysis is included in Appendix K and is summarized below.[1]

Roadway segment and intersection operating conditions are typically described in terms of Level of Service (LOS). LOS is a scale used to indicate the quality of traffic flow on roadway segments and at intersections, with a range from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Although LOS is no longer a CEQA issue, LOS is discussed in the City's General Plan and is provided here as an impact analysis for consistency with the City's General Plan requirements. In this study, Existing Plus Project conditions are compared to Existing conditions to identify potentially significant, direct, project-related traffic impacts according to the following criteria:

- If an intersection operating at an acceptable LOS (LOS D or better) under Existing conditions and the addition of project traffic causes the intersection to operate at an unacceptable LOS (LOS E or F);
- If an intersection is operating at an unacceptable LOS (LOS E or F) under Existing conditions and the addition of project traffic at the intersection is 50 or more peak hour trips; or
- If a roadway segment operating at an acceptable LOS (LOS D or better) under Existing conditions and the addition of project traffic causes the roadway to operate an unacceptable LOS (LOS E or F).

The study roadway segments currently operate within acceptable Levels of Service (D or better) for Existing conditions, except for the following:

- Redlands Boulevard – Ironwood Avenue to Hemlock Avenue
- Redlands Boulevard – Hemlock Avenue to State Route 60 Westbound Ramps

Table 13 shows the project's impact on the LOS of the surrounding intersections. Delay during AM and PM peak hours would increase as a result of the project. However, the project would not result in an unacceptable LOS for any of the surrounding intersections.

Table 13 Opening Year (2024) Intersection Level of Service

		Opening Year (2024) Without Project				Opening Year (2024) With Project			
	Traffic Control[1]	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Study Intersection		Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]
1. Redlands Blvd at Ironwood Ave	TS	21	C	27.8	C	21.5	C	28.7	C
2. Redlands Blvd at Hemlock Ave	CSS	-		-		16	C	17.3	C
3. Redlands Blvd at State Route 60 WB Ramps	TS	42.8	D	27.4	C	44.5	D	43.3	D
4. Redlands Blvd at State Route 60 EB Ramps	TS	27	C	56.6	E	27.3	C	58	E
With Improvements	TS	23.9	C	32.8	C	24	C	34.6	C
5. Redlands Blvd at Eucalyptus Ave	TS	22.2	C	36.4	D	22.9	C	37.5	D
6. Project North Access at Hemlock Ave	CSS	-		-		8.4	A	8.4	A
7. Spruce Ave at Project South Access	CSS	-		-		8.7	A	8.7	A

[1] TS = Traffic Signal; CSS = Cross Street Stop

[2] Delay is shown in seconds per vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane)

[3] LOS = Level of Service

For Opening Year (2024) interim conditions prior to the State Route 60 /Redland Boulevard interchange reconfiguration, the Spruce Avenue project driveway is proposed to provide full access ingress and egress to the site. The project driveway on Hemlock Avenue is proposed to provide full ingress and egress to the site. For General Plan Buildout (Year 2040) after State Route 60 /Redlands Boulevard interchange reconfiguration (any alternative), the Redlands Boulevard project driveway is proposed to be restricted to right turns in/out only access. The project driveway on Hemlock Avenue is proposed to continue to provide full ingress and egress to the site.

According to the TIA, the proposed project is expected to generate 3,050 ADT, including a total of 78 AM peak-hour trips, 101 PM peak-hour trips (see Table 14). These trip totals factor in pass-by reductions (for vehicles that would be traveling in the area regardless of the proposed project facilities). According to the TIA, the proposed project would have a less than significant impact at the study intersections for Existing Plus Project conditions.

Table 14 Project Trip Generation

Trip Generation Rates

			AM Peak Hour			PM Peak Hour			Daily
Land Use	Source[1]	Units[3]	% In	% Out	Rate	% In	% Out	Rate	Rate
Gas Station with Convenience Market	ITE 945[1]	VFP	51%	49%	12.47	51%	49%	14%	205.36
General Office Building	ITE 710[2]	TSF	88%	12%	1.52	17%	83%	1.44	10.84

Trips Generated

			AM Peak Hour			PM Peak Hour			
Land Use	Quantity[4]	Units[3]	In	Out	Total	In	Out	Total	Daily
General Office Building	1.200	TSF	2	0	2	0	2	2	13
Gas Station with Convenience Market	16	VFP	102	98	200	144	110	224	3,286
Trip Credits[4] Pass By - Cars Gas Station w/ Convenience Market (AM:62%, PM:56%)			-63	-61	-124	-64	-61	-125	-249
	Total Net New Trips		41	37	78	50	51	101	3,050

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017)

[2] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021).

[3] VFP = Vehicle Fueling Positions; TSF = thousand square feet

[4] Source: Drawing S-1 Site Plan for Project: Tesoro Refining & Marketing Co., received May 29, 2019

The project site is located in a relatively undeveloped area of the city. No bikeway or public transit facilities exist on Redlands Boulevard or Hemlock Avenue. Additionally, the proposed project would make sidewalk improvements on Redlands Boulevard and Hemlock Avenue, which would support pedestrian transit better than existing conditions. Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing transit, roadway, bicycle, and pedestrian facilities and impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Response:

The City Transportation Impact Analysis Guidelines includes screening criteria for certain types of projects that are local serving in nature or generate a low number of vehicle trips and may be presumed to have a less than significant impact. In addition to local serving retail with less than 50,000 square feet, gas stations are also presumed to have a less than significant impact. Local serving projects will generally redistribute trips rather than creating new trips. By adding local opportunities into the urban fabric and thereby improving proximity, local serving projects tend to shorten trips and reduce VMT. This project adds neighborhood retail use which are largely absent from the northeast quadrant of the city; thus, redistributing existing trips and shortening travel lengths with improving proximity. The proposed project meets the definition of local serving gas station, non-destination hotel and local-serving retail less than 50,000 square feet.[1] Therefore, the proposed project satisfies the project type screening criteria for local serving uses and may be presumed to result in a less than significant VMT impact in accordance with VMT guidelines established by the City of Moreno Valley.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

Response:

The project does not propose a design feature or incompatible uses that could substantially increase hazards. The project's driveways along Redlands Boulevard and Hemlock Avenue have been designed

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
to allow safe ingress and egress in accordance with Section 9.11.080 of the City Municipal Code, which outlines design standards for driveways.[2] In addition, consistent with City practices, operation of the driveways would be continually reviewed, and modifications would be made if hazardous conditions are present. Therefore, with compliance with City design standards, no associated impacts would occur.				
d) Result in inadequate emergency access?	☐	☐	☐	☒
Response: Access to the site for emergency vehicles would be provided via the project driveways along Redlands Boulevard and Hemlock Avenue. The project would be subject to City review and approval for consistency with design requirements while acquiring building permits to ensure that no impediments to emergency access occur.[1] No impacts would occur.				
Sources: 1. Appendix K ARCO AM/PM Service Station Traffic Impact Analysis, prepared by Ganddini Group, Inc, June 2019 (Revised August 2019). Moreno Valley Municipal Code Section 9.11.080				
XVIII. TRIBAL CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
Response: Tribal cultural resources (TCRs) are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources, as defined in subdivision (k) of Public Resources Code Section 5020.1, or determined to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1. As discussed in Impact V. Cultural Resources, the NAHC indicated in a letter dated November 2, 2017 that there are no known scared lands or Native American cultural resources within the project area. However, there is still potential to discover TCRs during project construction. Therefore, the project would need to implement Mitigation Measures CR-1 through CR-6 to reduce potentially significant impacts to TCRs to less than significant.				
Sources: 1. No sources cited.				
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage,	☐	☐	☒	☐

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				

Response:

The project would involve the construction of gutters, bio-retention basins, storm drainpipes, and storm drain outlet structures. The construction of stormwater drainage facilities proposed by the project would result in physical impacts to the surface and subsurface of the project site. These impacts are considered to be part of the project's construction phase and are evaluated throughout this Initial Study accordingly. The proposed drainage facilities are expected to be sufficient to convey post-development flows; therefore, the construction or expansion of additional off-site drainage facilities would not be required.[1]

Other utilities such as electrical power would be connected to existing infrastructure in the area, consistent with City and provider regulations. The project would involve an increase in electricity demand to serve the proposed project; however, this demand increase would not be a wasteful use of energy, would be within anticipated energy usage, and would not require additional electricity substations or natural gas storage/transmission facilities. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Response:

The operation of the proposed food mart/retail store and gas station would result in an increase in potable water demand from the local water purveyor, EMWD. However, the proposed project is consistent with the assumptions made in EMWD's 2020 Urban Water Management Plan, as the project site is consistent with the existing land use and zoning designations that are used to calculate population projections. EMWD's 2020 Urban Water Management Plan concludes that the EMWD has sufficient water supplies available to serve planned land uses within its service area through at least 2045.[2] In addition, the proposed project would not be subject to the provisions of SB 610, requiring a Water Supply Assessment, because the proposed project does not involve a use that would result in water demand equivalent to a residential development of more than 500 dwelling units. Therefore, impacts related to water supply would be less than significant.

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

Response:

Per Items XVII(a) and XVII(b), EWMD would have adequate capacity for the proposed project. Impacts related to wastewater treatment capacity would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Response:

Implementation of the proposed project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The project would be required to comply with City of Moreno Valley Ordinance No. 706, which requires a minimum of 50 percent of all construction waste and debris to be recycled. Additionally, the project would be required to comply with mandatory waste reduction requirements.

Solid waste generated by the proposed project would be disposed at the Badlands Sanitary Landfill, the Lamb Canyon Sanitary Landfill, and/or the El Sobrante Landfill. Existing capacities at each of these landfills are discussed below.

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

The Badlands Landfill has a permitted disposal capacity of 4,800 tons per day and a remaining capacity of 15,748,799 cubic yards.[3] The Badlands Landfill is estimated to reach capacity in the year 2022; however, future landfill expansion opportunities exist at this site. The Lamb Canyon Landfill has a permitted disposal capacity of 5,000 tons per day and has a remaining capacity of 19,242,950 cubic yards.[3] The Lamb Canyon Landfill is estimated to reach capacity in the year 2029; however, future landfill expansion opportunities exist at this site. The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day and a remaining capacity of 143,977,170 tons.[3] The El Sobrante Landfill is estimated to reach capacity in the year 2051; however, future landfill expansion opportunities exist at this site.

For the proposed project, waste would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the total project site area to undergo construction of 13,194 square feet and the Leadership in Energy and Environmental Design construction waste generation factor of 2.5 pounds per square foot for commercial construction, approximately 17 tons of waste would be generated during the construction process.[4]

Based on a daily waste generation factor of five pounds of waste per 1,000 square feet of building area per day obtained from CalRecycle, long-term, on-going operation of the proposed 4,493-square foot food mart/retail store would generate approximately 22.5 pounds of waste per day.[5] At least 50 percent is required to be recycled pursuant to State law.

Solid waste generated by the proposed project would be disposed at the aforementioned El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. Each of these landfills receive well below their maximum permitted daily disposal volume and have the potential for future expansion. The landfills have sufficient capacity to accept solid waste generated by the project's construction and operational phases; therefore, associated impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Response:

The project would be required to comply with the City of Moreno Valley's waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste deposited in landfills. In addition, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Public Resources Code Section 42911), the proposed project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The implementation of these programs would reduce the amount of solid waste generated by the proposed project and diverted to landfills, which in turn would aid in the extension of the life of affected disposal sites. The project would comply with all applicable solid waste statutes and regulations; therefore, solid waste impacts would be less than significant.

Sources:

1. Appendix I Preliminary Hydrology Studies and Project Specific Water Quality Management Plan
2. Eastern Municipal Water District (EMWD) 2020 Urban Water Management Plan. July 1, 2021. https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721
3. CalRecycle "Facility/site Summary Details 2021"; CalRecycle "Estimated Solid Waste Generation Rates; USEPA "Construction Waste Management Guidance"
4. Construction Waste Management Guidance for Section 01 74 19, December 2007. https://19january2017snapshot.epa.gov/sites/production/files/2014-03/documents/017419g.pdf
5. CalRecycle. 2016. Estimated Solid Waste Generation Rates: Commercial Sector Generation Rates

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, **would the project:**				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Response:

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

The project would not be located in or near a CAL FIRE recommended very high fire hazard severity zone (VHFHSZ) or state responsibility area. As discussed in Section XVII, *Transportation*, the project would not impede access to emergency services. The project would be designed, constructed, and operated pursuant to applicable standards outlined in the latest California Fire Code, and specifications for the proposed improvements would be subject to County requirements, including Chapter 83.09 – Infrastructure Improvement Standards, and Chapter 83.12 – Road System Design Standards to ensure that adequate dimensions for emergency vehicles is met.

While project construction may require temporary truck and equipment access and parking on and around the project site, construction would not require lane or roadway closures that would temporarily impair emergency response or evacuation. Therefore, no impact would occur.

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

Response:

The project is not located in or near a designated VHFHSZ and would not be situated near steep slopes. The project would adhere to applicable standards outlined in the latest California Fire Code, and County regulations put forth out in their County Development Code. Therefore, the project would not exacerbate wildfire risks, and would not expose occupants to pollutant concentrations or the uncontrolled spread of wildfire. No impact would occur.

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

Response:

The project would not result in significant environmental effects associated with the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. The project would require installation of standard water and sewer laterals or appurtenances to serve the proposed buildings and landscaping. New or relocated utilities and systems associated with the project would comply with state and local fire codes to reduce the risk of fires, and none of these potential infrastructure improvements would exacerbate fire risk on-site. No impact would occur.

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

Response:

As discussed in Section VII, Geology and Soils, the project site is not located on an area of significant slopes. Additionally, the project site is not susceptible to landslides or downstream flooding. The project would be required to comply with the County's Development Code and the latest CBC requirements. In addition, the project would be required to implement all recommendations of the geotechnical report through the City's design review process. Implementation of the recommendations from the site-specific geotechnical analysis in the design and construction of the project would reduce potential hazards from post-fire landslides or slope instability. This impact would be less than significant.

Sources:

1. CAL FIRE. 2021. FHSZ Viewer. https://egis.fire.ca.gov/FHSZ/

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
Response: As discussed in this Initial Study, the project would have a no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Regarding cultural and paleontological resources, the project has the potential to degrade unknown prehistoric archeologic sites. Implementation of Mitigation Measures BIO-1, BIO-2, CR-1 through CR-6 and GEO-1 would reduce potential impacts to historical and archaeological resources to a less-than-significant level.				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)?	☐	☒	☐	☐
Response: The proposed project was determined to have no impact in comparison to existing conditions for Agriculture and Forestry Resources and Mineral Resources. Therefore, as there would be no direct or indirect impacts, the proposed project would not contribute to cumulative impacts to these issue areas. For all other issue areas, the proposed project would have either direct or indirect impacts that have been determined to be less than significant, or less than significant with mitigation incorporated. The project would involve the construction of a gas station and food mart/retail store on a site that is currently vacant. The project would not adversely affect biological, cultural, or other physical resources outside of the project site with mitigation measures implemented. Other impacts, such as air quality, noise, transportation, GHG emissions, and utilities impacts would not be substantial and would not be cumulatively considerable. Construction of the project is not anticipated to overlap with other proposed projects since there are no proposed construction projects within the immediate vicinity of the project. Therefore, construction equipment exhaust emissions, GHG emissions, and noise would not overlap during construction. The effects of the project would not combine with impacts from other projects in the vicinity to result in a significant cumulative impact.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Response: Effects on human beings are generally associated with impacts related to issue areas such as air quality, geology and soils, hazards and hazardous materials, noise, and transportation. As discussed, in this Initial Study, the project would have a less than significant impact in each of these resource areas. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly and impacts associated with the project would be less than significant.				

Attachment 3 Mitigation Monitoring and Reporting Program

REDLANDS BOULEVARD AND HEMLOCK AVENUE GAS STATION PROJECT

(PEN18-0038)

Mitigation Monitoring and Reporting Program

Introduction

This Mitigation Monitoring and Reporting Program has been prepared for the use in implementing mitigation for the Mitigated Negative Declaration (MND) for the Redlands Boulevard and Hemlock Avenue Gas Station Project (PEN18-0038). The program has been prepared in compliance with State law and the MND prepared for the project.

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures places on a project to mitigated or avoid adverse effects on the environment (Public Resources Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1. The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.

2. A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

3. The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures are records will be developed and incorporated into the program.

Mitigation Monitoring and Responsibilities

As the Lead Agency, the City of Moreno Valley is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

Mitigation Monitoring and Reporting Program Checklist

Project: Redlands Boulevard and Hemlock Avenue Gas Station Project (PEN18-0038)

Applicant: A & S Engineering, 28405 Sand Canyon Road, Suite "B", Canyon Country, CA 91387

Date: December 2021

Mitigation Measure No./ Implementation Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
Biological Resources						
BIO-1: A pre-construction survey shall be performed in accordance with the Western Riverside County Regional Conservation Burrowing Owl Survey Instructions (2006) 30 days prior to site disturbance and by a qualified biologist. The pre-construction survey shall include suitable habitat within the project site and areas up to 492 feet (150 meters) within the project site. If burrowing owls are detected within the survey area, then consultation with the CDFW and USFWS (collectively referred to as the "Wildlife Agencies") regarding an appropriate buffer from active burrows is required. The Wildlife Agencies may additionally require preparation and implementation of an approved BUOW Avoidance and Relocation Plan to ensure any project impacts to BUOW are avoided.	City of Moreno Valley - Planning Division, Developer, and On-site Construction Manager	Once	30 days prior to initiating any construction or earthwork activities	Review and approval of BUOW survey		Withhold grading permits
BIO-2: To compensate for the permanent loss of 0.21 acre of riparian/riverine resources in the project site, ensure no net loss of riparian/riverine resources, and address the temporal loss of riparian/riverine resources, the project	City of Moreno Valley - Planning Division, Developer,	Once	Prior to approval of grading permits	Provide proof of credit purchase to the City		Withhold grading permits

Mitigation Measure No./ Implementation Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
applicant shall purchase 0.21 acre of re-establishment credits and 0.21 acre of rehabilitation credits from the Riverpark Mitigation Bank, based on Wildlife Agencies approval. This compensatory mitigation shall be implemented prior to ground disturbance associated with project construction activities.	CDFW, and USFWS					
Cultural Resources						
CR-1: Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Public Resources Code Section 21080.3.2(b)(1) of AB 52. Details in the Plan shall include:	City of Moreno Valley - Planning Division, Developer, project archaeologist	Once	Prior to approval of grading permits	Review and approval of the CRMP		Withhold grading permits

Mitigation Measure No./ Implementation Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
a. Project grading and development scheduling; b. The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project Archaeologist and Consulting Tribe(s) shall make						

Mitigation Measure No./ Implementation Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project Archaeologist shall follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.						
CR-2: Prior to the issuance of a grading permit, the Developer shall secure agreements with the Morongo Band of Mission Indians, Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians for tribal monitoring. The Developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist	City of Moreno Valley - Planning Division, Developer	Once	Prior to approval of grading permits or any ground-disturbance permits	Provide evidence to the City that notice has been sent to applicable tribes and a response has been received. Provide evidence that a qualified archaeologist or Native American Tribal Representative has been retained to oversee all ground-disturbance activities		Withhold grading permits

Mitigation Measure No./ Implementation Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
shall evaluate the suspected resource and make a determination of significance pursuant to Public Resources Code Section 21083.2.						

CR-3: In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. ii. On-site reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in Mitigation Measure CR-1.	City of Moreno Valley - Planning Division, Developer, project archaeologist	Ongoing during construction	During all grading and ground-disturbance activities	Provide evidence that a qualified archaeologist or Native American Tribal Representative has been retained to oversee all ground-disturbance activities		Issuance a stop work order

Mitigation Measure No./ Implementation Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
CR-4: The City shall verify that the following note is included on the Grading Plan: "If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."	City of Moreno Valley	Prior to construction	Prior to issuance of Grading Permit	Review of grading plan		Withhold Grading Permit
CR-5: If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the mitigation measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in Mitigation	City of Moreno Valley - Planning Division, Developer, project archaeologist	Ongoing during construction	During all grading and ground-disturbance activities	Review report of findings prepared by a qualified archaeologist		Issuance a stop work order

Mitigation Measure No./ Implementation Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
Measure CR-1 before any further work commences in the affected area.						
CR-6: If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 5-days of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations and engage in consultations concerning the treatment of the remains (Public Resources Code 5097.98) (GP Objective 23.3, CEQA).	City of Moreno Valley - Planning Division, Developer, County Coroner	Ongoing during construction	Prior to Certificate of Occupancy	Review of construction documents and on-site inspection		Withhold Certificate of Occupancy
Geology and Soils						
GEO-1: Prior to construction involving excavation more than 10 feet below existing surface grade, the construction contractor shall provide evidence that a qualified paleontologist has been retained, and that the paleontologist(s) shall be present during all grading and other significant ground-disturbing activities that reach more than 10 feet below existing surface grade. This is anticipated to only be for underground storage tank excavation for the proposed project. In the event fossiliferous deposits are encountered, the following measures shall be implemented:	City of Moreno Valley - Planning Division and Construction Manager	Ongoing throughout grading and excavation work	During grading of greater than 10 feet	Provide evidence that a qualified paleontological monitor has been retained to oversee all ground-disturbance activities greater than 10 feet		Issuance a stop work order

• Monitoring shall be conducted by qualified paleontological monitor(s) of excavation in areas identified as likely to contain paleontological resources, including very old alluvial fan deposits. Paleontological monitors shall be equipped to salvage fossils as they are unearthed, to avoid construction delays, and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Monitoring may be reduced if the potentially fossiliferous units are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. • Paleontological monitoring of any earthmoving shall be conducted by a monitor, under direct guidance of a qualified paleontologist. Earthmoving in areas of the parcel where previously undisturbed sediments are buried, but not otherwise disturbed, will not be monitored. • If too few fossil remains are found after 50 percent of the planned-for earthmoving below 10 feet has been completed, monitoring can be reduced or discontinued in those areas at the project paleontologist's direction. • Recovered specimens shall be prepared to a point of identification and permanent preservation, including						

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washing of sediments to recover small invertebrates and vertebrates. • Specimens shall be identified and curated into a professional, fully accredited museum repository with permanent retrievable storage. The paleontologist must have a written repository agreement in hand prior to the initiation of mitigation activities. • A report of findings with and appended itemized inventory of specimens shall be prepared. The report and inventory, when submitted to the City along with confirmation of the curation of recovered of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontological resources.						