

4.11 Land Use/Planning

This section analyzes potentially significant impacts related to land use and planning that could result from implementation of the project, which consists of the 2021 General Plan Update (GPU), Housing Element Update, and Climate Action Plan (CAP). The analysis area covers the entire city of Moreno Valley (city) and the sphere of influence (SOI), which are collectively referred to as the Planning Area. Within the analysis, Concept Areas refer to those areas where the GPU proposes land use changes as shown on Figure 3-1.

4.11.1 Existing Conditions

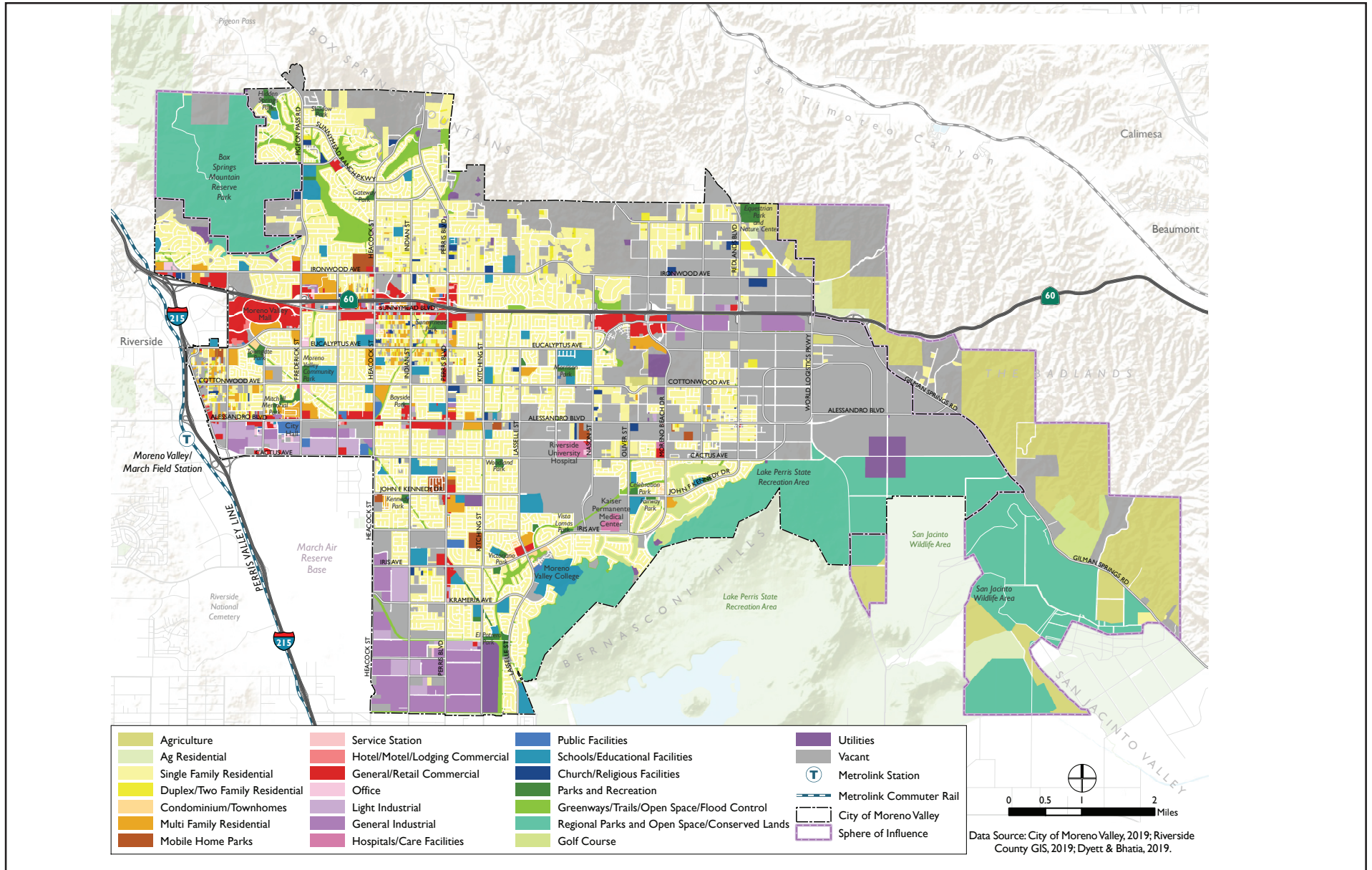
4.11.1.1 Existing Land Uses

The total area of land in the Planning Area is approximately 42,900 acres or 67 square miles, of which 33,000 acres are within the city limit. Land outside of the city limit but within the SOI is largely undeveloped natural open space or in use for agricultural purposes. A summary of existing land uses based on data from the city and Riverside County is provided in Chapter 2.0, Table 2-1. Existing land uses shown on Figure 4.11-1.

Residential land uses account for nearly 32 percent of land (10,479 acres) within the city limit, concentrated primarily in the western and central portions of the city where most development has historically occurred. Single-family housing accounts for the bulk of all residential uses within the city, while multi-family housing accounts for less than 3 percent of citywide land use. Established single-family neighborhoods include Hidden Springs, Sunnymead Ranch, and Moreno Valley Ranch. Single-family attached and multi-family housing is generally present in all residential neighborhoods, with the highest concentrations just south of the commercial stretch of Sunnymead Boulevard between Heacock Street and Perris Boulevard.

Commercial land uses, including retail, office, and lodging, account for 2.3 percent of the land within the Planning Area. Within the city limit, commercial land uses account for 3 percent of citywide land use (994 acres). Commercial uses are primarily concentrated in shopping centers such as the Moreno Valley Mall, TownGate, Moreno Valley Plaza, The District, Stoneridge Towne Center, Moreno Valley Auto Mall, Moreno Beach Plaza, Alessandro Plaza, and Sunnymead Towne Center. These areas include a mix of restaurants, retail stores, hotels, and personal services depending on the location. The Moreno Valley Mall and TownGate Highlands, Crossing, and Promenade at the western end of the city have the largest concentrations of commercial development.

Map Source: Dyett & Bhatia



Data Source: City of Moreno Valley, 2019; Riverside County GIS, 2019; Dyett & Bhatia, 2019.

FIGURE 4.11-1
Existing Land Use

Industrial land uses, including light industrial and general industrial, represent 3.7 percent (1,584 acres) of the Planning Area. Within the city limit, industrial land uses account for 4.8 percent of citywide land use (1,584 acres). Industrial land uses in Moreno Valley are clustered around three main areas:

- Between Alessandro Boulevard and Cactus Avenue, and Heacock Street and Elsworth Street (including the area formerly known as Centerpointe Business Park), as well as a number of larger warehouses extending toward the I-215 Frontage Road,
- Moreno Valley Industrial Area, and
- State Route 60 (SR-60) Business Park Area.

These existing industrial land uses are sited near the periphery of the city, proximate to freeway network access.

Public and Community Facilities land uses occupy 1,756 acres or approximately 4.1 percent of the Planning Area. Within the city limits, public and community facilities land uses account for 5.3 percent of citywide land use (1,752 acres). This includes a variety of public or semi-public lands, such as hospitals/care facilities, churches/religious facilities, schools/educational facilities, branches of government, and utilities. Schools/education facilities comprise the majority of this existing land use category with 866 acres of land, followed by utilities with 505 acres of land. The varied land uses of this category are dispersed throughout the city with more locations in the western and southern portions of the city.

Parks and Recreation land uses, including parks and recreation spaces, greenways and open space, conserved lands, and golf courses, comprise 8,317 acres or approximately 19.4 percent of the Planning Area. In the city, parks and recreation land uses account for about 12.54 percent of citywide land (4,100 acres), mostly conserved lands and greenways/open space. Moreno Valley has many parks such as Gateway Park, Sunnymead Park, Woodland Park, Kennedy Park, the Equestrian Park and Nature Center, and the Hound Town Dog Park. These parks and other recreation areas are dispersed throughout the city. Agriculture land accounts for approximately 3,969 acres or 9.2 percent of Planning Area. Almost all of the agriculture lands in the Planning Area are located to the east within the SOI, although there is very limited active agricultural production within the SOI. Agriculture accounts for less than 1 percent of land within the City, located primarily in the northern portion of the city above SR-60.

Vacant land accounts for 27 percent of the land within the city (8,902 acres). Vacant land is primarily located in the eastern part of the city, both north and south of SR-60; however, the following major approved/in-progress that are either partially constructed or as-yet unconstructed:

- Aquabella is a gated active-adult community approved for 2,900 dwelling units on 685 acres between Brodiaea Avenue and Iris Avenue, part of the Rancho Belago neighborhood. The Aquabella Specific Plan was adopted in 2005.

- The World Logistics Center (WLC) is a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations. The WLC Specific Plan covers 2,610 acres (7.9 percent of citywide land) in the eastern portion of the city, south of SR-60.
- The partially constructed Moreno Valley Logistics Center is located in the southern portion of the city, south of Krameria Avenue, north of Cardinal Avenue, east of Heacock Street, and west of Indian Street. The Moreno Valley Logistics Center includes four buildings providing 1.7 million total square feet of building space on approximately 89 acres of land.
- The partially constructed Brodiaea Commerce Center is located in the central-western portion of the city north of Brodiaea Avenue, west of Heacock Street, and south of Alessandro Boulevard. The Brodiaea Commerce Center includes one industrial warehouse with approximately 262,000 square feet of building space on 12 acres of land.

4.11.1.2 Neighborhood Character

a. Topography and Views

Moreno Valley is located in Riverside County in an east-west oriented valley bordered by the Box Spring Mountain Range to the north, the Badlands Mountain Range, also known as San Timoteo Badlands, to the northeast, and the Bernasconi Hills with Lake Perris to the southeast. Moreno Valley connects to the San Jacinto Valley in the southeast between the Badlands Mountain Range and Bernasconi Hills. To the west, lower hill ranges including Sycamore Canyon are located between the cities of Riverside and Perris, and the Saddleback formation, which is part of the Santa Ana Mountain Range, lies further in the west beyond Lake Mathews. These topographic features provide numerous scenic vistas within the Planning Area.

Within the city, several hills and rock formations present natural landmarks, particularly on the eastern part of the city between Moreno Beach Drive and Nason Street, just south of the SR-60, at Alessandro Boulevard and Lasselle Street, and along the northern edge of the city near Ironwood Avenue. The terrain gradually slopes from north to south, starting from the northern mountain range to the southern border of the city with an elevation change of approximately 300 feet between SR-60 and Iris Avenue. The nearest mountain ranges, as well as the more distant San Bernardino Mountains, Santa Ana Mountains, and San Gabriel Mountains, are visible from many locations in the Planning Area, particularly higher elevations in the city. A notable landmark is the 3,083-foot-tall Box Springs Mountain on the northeast side of Moreno Valley, which features a prominent “M” marker at its peak facing Moreno Valley. The “M” is lit at night during holidays and special events.

b. Urban Structure

Moreno Valley's structure is based on the north-south and east-west oriented one-square-mile gridiron plan laid out at the end of the nineteenth century as part of the settlement expansion to the American West. Much of this layout remains with some modifications, resulting in "superblocks" defined by major arterial roads. Most of Moreno Valley is organized in half-mile squares that are sometimes divided in half or four quarters by continuous roads, while some half-mile squares contain an irregular street grid within. One-mile squares or even larger blocks exist on the east side of the city.

A finer-grained urban fabric with a smaller street grid exists in the Sunnymead and Edgemont area, where Moreno Valley's development first started. The grid structure is broken up to follow the natural topography at the Lake Perris area in the southeast and along the northern hills and mountains. Although not located within the city limits, March Air Reserve Base (MARB) forms the southwestern edge of the city and the street grid ends at the Base's northern and eastern boundary. SR-60 traverses Moreno Valley in an east-west direction with most of the city located on the south side of the highway.

The city has a decentralized structure with commercial, retail, public, and institutional uses distributed across the Planning Area, typically located along major arterials and at intersections of major arterials. Large-scale retail centers are concentrated along SR-60, with smaller neighborhood retail centers interspersed throughout the city fabric. Residential uses are spread out within the grid pattern, mainly consisting of single-family home subdivisions, some older small parcel residential areas, as well as a number of multi-family complexes. Light Industrial areas are located along the southern boundaries near the MARB and south of SR-60 on the east side of the city and are home to a variety of industries including large-scale distribution centers.

Large areas of vacant land are located on the city's east side beyond Lasselle Street. Here, some areas still remain rural in character with stand-alone buildings or compounds accessed by narrow roads, which in some cases are unpaved roads. Open land, a limited amount of which is used for agriculture, is lining Gilman Springs Road at the eastern edge of the city.

Major open spaces are the Lake Perris Recreation Area at the southern edge of the city along the Bernasconi Hills and the Box Spring Mountain Reserve Park in the northwest. A unique feature is Juan Bautista de Anza Multi-Use Trail, formerly named Aqueduct Trail, which runs diagonally through the western part of the city along the underground California Aqueduct Pipeline from the Moreno Valley Mall to Lake Perris State Park.

c. Urban Form

The city was formed in 1984, uniting the unincorporated communities of Sunnymead, Moreno, and Edgemont, during a time of significant growth. The regular street grid and amount of available land resulted in auto-oriented low-density development. Large single-family residential subdivisions were built in or within a portion of the half-mile square blocks or along the hillsides. Interspersed auto-oriented neighborhood retail centers serve these communities and are located along major four- or six-lane arterials. In the business and

industrial areas, very large distribution centers and warehouses with building footprints between 1 and 1.5 million square feet are common. Refer to Figure 4.11-2 for the distribution of retail centers and business parks in the city.

Existing structures within the Planning Area consist primarily of auto-oriented low-density development. With the exception of medical facility buildings, most buildings in Moreno Valley are one or two stories high, with some multi-family buildings or hotels going up to four stories. Large distributions centers have building heights of up to 50 to 60 feet and building lengths between 600 and 900 feet. The most significant source of light and glare occurs from artificial lights from buildings, including MARB in the southwestern portion of the Planning Area.

Block sizes are generally big and based on the half-mile grid system. Long distances between pedestrian crossings along arterials contribute to limited walkability but a finer grained street network of secondary streets, where interconnected, generates smaller block sizes within the half-mile grid system.

d. Major Corridors

Alessandro Boulevard is the main east-west corridor that runs across the entire city and stretches 8.3 miles between Interstate 215 (I-215) and Theodore Street. Several destinations and activity centers are located in proximity to Alessandro Boulevard: City Hall and business park uses on the west side, the public library at Kitching Street, several commercial shopping centers, and the Riverside University Health Systems Facility at Nason Street. Commercial and retail, single- and multi-family residential, public, churches, schools, industrial, office, and vacant land occupy this corridor. Building heights are low, with most buildings being one or two stories high. The Ridgeview multifamily residential development at Kitching Street includes 3-story buildings.

Nason Street is one of the main north-south corridors on the city's east side that connects to SR-60 runs for 3.6 miles between Ironwood Avenue to the north and Iris Avenue in the south. The extension between Cactus Avenue and Iris Avenue has been constructed in recent years. Nason Street connects to two larger destinations: the medical cluster, consisting of the Kaiser Permanente Medical Center at Iris Avenue and the Riverside University Health System Medical Center at Cactus Avenue, and a retail center formed by the Stoneridge Towne Center and Moreno Beach Shopping Center near SR-60. New single-family residential developments are under construction south of the Stoneridge Towne Center. Nason Street includes a mix of uses and development patterns, including single-family residential developments and stand-alone single-family homes, a big box shopping center, a mobile home park, a school complex on a combined site that includes a high school, middle school, and elementary school, three churches, and the two medical centers with associated medical offices. Except for the Kaiser Permanente Medical Center and the Riverside University Health System Medical Center, which include up to 6-story and 4-story high buildings respectively, heights are low, with most buildings being one or two stories high. Due to the block sizes and frontage conditions, Nason Street remains an auto-oriented corridor. Two bus lines serve portions of Nason Street between Eucalyptus and Cactus Avenue.

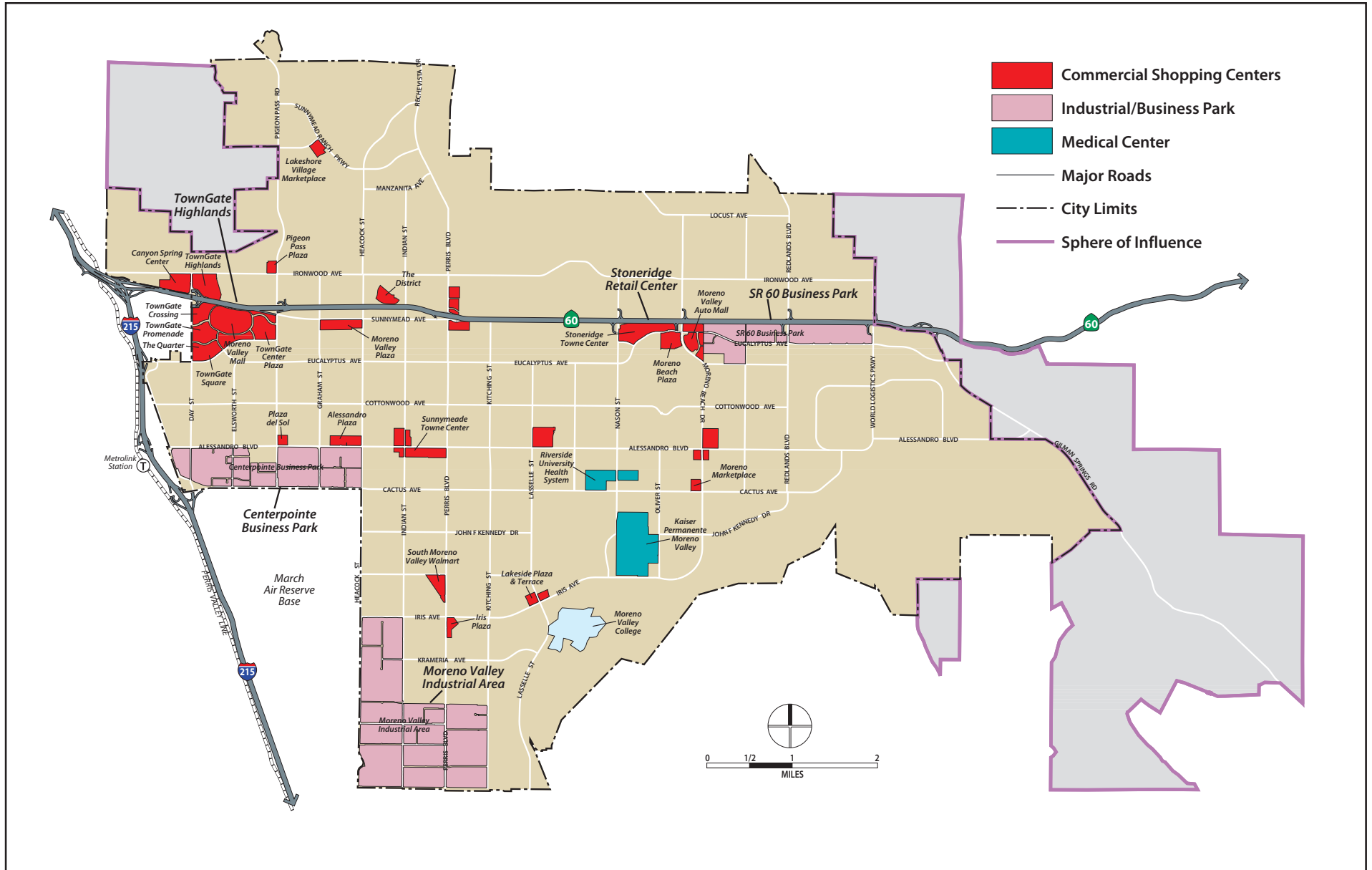


FIGURE 4.11-2
Distribution of Retail Centers and Business Parks

Frederick Street, located in the western part of the city, runs from SR-60 south for 2.1 miles to Cactus Avenue. It provides direct access to SR-60 and connects the Towngate retail district via Centerpointe Drive and Towngate Boulevard, Sunnymead Boulevard, Moreno Valley City Hall, and the Moreno Valley Conference Center at Alessandro Boulevard. Frederick is a four-lane road with a wide center median that accommodates both a landscaped median and left-turn lane or in some locations, two left-turn lanes in the stretch between Sunnymead Boulevard and Eucalyptus Avenue. Frederick Street is lined with a mix of residential developments including Towngate Plaza, Moreno Valley Community Park, a small golf course, offices, small neighborhood retail centers, gas stations, City Hall, and the Moreno Valley Conference and Recreation Center, as well as distribution and storage facilities at the south end of the street. Building heights vary between one and two stories for single-family residential buildings, one to three stories for apartment buildings, one to two stories for office buildings, and one story for retail buildings. City Hall is a 2-story building, and distribution and storage buildings are up to 50 feet high.

e. Neighborhoods

Before the city experienced significant growth in the 1980s and became an incorporated city in 1984, three incorporated communities existed within current city limits: Edgemont, Sunnymead, and Moreno. Today, some of the original fabric is still recognizable, particularly in the area around Sunnymead Boulevard, which is characterized by smaller block and parcel sizes. Most of Moreno Valley's west side is developed with no clearly defined separation between Edgemont and Sunnymead.

The Southwest Area includes the west side of the city that includes the older Edgemont area, near the junction of SR-60 and I-215. Development along Alessandro Boulevard includes a mix of single-family residential areas, auto-oriented commercial centers, City Hall, other public facilities, and large distribution centers south of Alessandro Boulevard. Large-scale regional retail centers are located on the north side of Edgemont on both sides of State Route 60. Several shopping centers form the Towngate area: Canyon Spring Plaza, Towngate Highlands, Moreno Valley Mall, Towngate Crossing, Towngate Promenade, The Quarter, Towngate Square and Towngate Center. This area also includes several hotels up to four stories high. In the southern part of the Southwest Area are a business park area, civic uses, and some commercial uses including large distribution centers.

The Central Area is located east of Heacock Street and north of Alessandro Boulevard. It is situated along Sunnymead Boulevard and includes the older Sunnymead area. A finer-grained street grid creates smaller blocks in a quadrant south of Sunnymead Boulevard between Heacock Street, Perris Boulevard, and Dracaea Avenue. Similar to the older part of Edgemont, this area is characterized by stand-alone one-or two-story residential buildings. Commercial activity focuses on Sunnymead Boulevard and Alessandro Boulevard, with some neighborhood shopping centers also located at Perris Boulevard. A gateway sign to the east of the intersection with Frederick Street marks the entrance to the Sunnymead commercial area. The area has a large park, Sunnymead Park, at the corner of Fir Avenue and Perris Boulevard. Along Alessandro Boulevard, neighborhood shopping centers are auto-oriented with surface parking fronting the roadway. "The District" is a larger retail and business park

center on a 20-acre site with home improvement stores and smaller services that has recently been redeveloped. Generally, building heights in the Central Area are between one and two stories. Some multi-family buildings are three stories.

Southeast Area is generally the southeast portion of Moreno Valley. It features new schools, medical centers, stores, shopping centers and single-family and multi-family homes. It is located from Lasselle Road to the west, east to Gilman Springs Road, and from the southern City boundary with the Lake Perris State Recreation Area north to the northern city boundary, north of Ironwood Avenue and Locust Avenue. The majority of development has occurred in the western half of this area, with the eastern half remaining undeveloped. One exception is the Sketchers Factory Outlet and Distribution Warehouse on the south side of SR-60 in the eastern portion of the community. The Moreno Beach Plaza is also located on the south side of SR-60, to the west. The Riverside County Regional Medical Center and Riverside University Health System Medical Center are located at the northeast corner of Cactus Avenue and Nason Street.

Valley View High School, Mountain View Middle School, and Moreno Elementary School, and Riverside County Fire Station 99 are all located between Nason Street, Morrison Street, Cottonwood Avenue, and Eucalyptus Avenue, in the western portion of the area. Kaiser Permanente Moreno Valley, Moreno Valley College, Ridgecrest Elementary School, La Jolla Elementary School, Landmark Middle School, and Vista Del Lago High School are all located in the southwestern portion.

The Northwest Area is located at the foot of the Box Springs Mountain range, adjacent to Box Springs Mountain Reserve Park, which features open space, hiking trails and the Moreno Valley M. The Northwest Area community is entirely north of SR-60, with Ironwood Avenue and Manzanita Avenue forming the southern boundary, connected by the north/south running Heacock Street. The Northeast Area community is predominantly residential and features five elementary schools; Seneca Elementary School, Box Springs Elementary School, Honey Hollow Elementary School, Hidden Springs Elementary School, and Sugar Hill Elementary School. Canyon Springs High School is located on the east side of Pigeon Pass Road. The Northwest Area community is also served by Vista Heights Middle School. Other prominent land uses are Poorman's Reservoir and Sunnymead Ranch Lake Club. Local parks and neighborhood commercial land uses also serve the community.

The South Area is bounded by Alessandro Boulevard, Kitching Street, Heacock Street, and the industrial area to the south. The South Area community is located just east of Moreno Valley City Hall and March Air Reserve Base (MARB). This community features a mix of residential, commercial, and industrial land uses. Schools that serve this community are Chaparral Hills Elementary School, March Middle School, and Badger Springs Middle School. Several shopping centers are located on the south side of Alessandro Boulevard and at major intersections. There are also several distribution centers located in the southern portion of the community. John F. Kennedy Veteran's Memorial Park provides sports fields, tennis courts, and other recreational amenities. There are several large undeveloped parcels within the South Area community.

The South Industrial Area is located along the southern portion on both sides of Perris Boulevard. Land uses in the South Industrial Area are predominantly warehouse and distribution centers. The eastern portion of the South Industrial Area contains the Eastern Municipal Water District's Moreno Valley Regional Water Reclamation Facility, which on average treats 10.6 million gallons of wastewater per day. Large undeveloped lots remain within the South Industrial Area.

4.11.1.3 Specific Plans

A specific plan is a comprehensive planning and zoning document that implements the General Plan by providing a special set of development standards applied to a particular geographic area. Key specific plans are described below.

a. The Moreno Valley Auto Mall Specific Plan (SP 209, SP 209 PH3)

The Moreno Valley Auto Mall Specific Plan was prepared by a developer and adopted by the City in 1988, and has been amended. The planning area is approximately 140 acres of land located south of SR-60 at the Moreno Beach Drive off-ramp. The specific plan is intended to provide for the development of automobile sales uses, auto-related uses, and commercial uses. The General Plan designates the area as Commercial (C) on the General Plan Land Use Map.

The specific plan has resulted in the successful development of the Moreno Valley Auto Mall, the Inland Empire's largest dealership network. A KIA automobile dealer was recently approved for one of the remaining sites within the Auto Mall. Adjacent to the west of the Auto Mall, on the opposite side of Moreno Beach Drive, are portions of Moreno Beach Plaza (Walmart Supercenter location), which is located within a subsequent phase (SP 209 PH3) of the original specific plan. The Stoneridge Towne Center is located to the immediate west of Moreno Beach Plaza.

b. Moreno Valley Industrial Area Specific Plan (SP 208)

The Moreno Valley Industrial Area Specific Plan was prepared by the City and adopted in 1989, and has been subsequently amended. The planning area is approximately 1,380 acres in southwestern Moreno Valley adjacent to the March Air Reserve Base with I-215 located to the west. The Moreno Valley Industrial Area is envisioned as a major site for the development of industrial and related land uses, economic development, and expansion of its employment base. To date, this specific plan has resulted in large industrial buildings housing well-known companies such as Amazon, O'Reilly Auto Parts, Walgreens, Proctor and Gamble, and Ross. The Industrial Area Specific Plan Area is nearly built-out. Two development projects, the Moreno Valley Logistics Center (87 acres of vacant land) and the Indian Street Commerce Center (20 acres of already developed land), are in-progress.

c. The Village Specific Plan (SP 204)

The Village Specific Plan was prepared by the City and adopted in 1994 to cover a planning area of approximately 580 acres bounded by SR-60 to the north, Dracaea Avenue to the south, Frederick Street to the west, and Kitching Street to the east. The plan was developed as a

response to revitalize Sunnymead Boulevard and surrounding areas that were guided by the City's first specific plan in 1987 (Sunnymead Boulevard Plan). The overall goal of the Sunnymead Boulevard Plan and the Village Specific Plan is to promote and improve economic viability along the boulevard which acts as a freeway-oriented commercial focal point and provides a wide variety of office, retail, and service-related uses and employment opportunities.

d. Sunnymead Ranch (SP 168)

This specific plan was prepared by a developer and covers an area of approximately 880 acres known as Sunnymead Ranch in the northwestern portion of the city, with Pigeon Pass Road to the west and Perris Boulevard to the east. The vision was a high-quality planned neighborhood with residential and general/retail commercial uses. The majority of the planning area is built-out with single-family residences. The Lakeshore Village Marketplace, an 80,000-square-foot shopping center that was formerly anchored by a Ralph's grocery store until 2013, sits on a 14-acre parcel within this planning area.

e. Moreno Valley Ranch Specific Plan (SP 193)

This specific plan was prepared by a developer and adopted in 1986, and has been subsequently amended. The planning area is approximately 3,640 acres and is nearly built-out with Ranch single-family residences located in the southern portion of the city near the Lake Perris State Recreation Area. The plan has design guidelines for the development of the family-oriented community. The Moreno Valley campus of Riverside Community College is located within this planning area and the Kaiser Permanente Medical Center and some commercial areas are immediately adjacent. There is currently a multi-family project approved and under construction within the planning area and two that are approved but not yet constructed.

f. Hidden Springs Specific Plan (SP 195)

This specific plan was prepared by a developer and adopted in 1986 and includes approximately 340 acres of built-out single-family residential neighborhood development in the northwestern portion of the city adjacent with the Box Springs Mountain Reserve Park to the west and Pigeon Pass Road to the east.

g. TownGate Specific Plan (SP 200)

This specific plan was prepared by a developer and adopted in 1986. The planning area is approximately 500 acres located on the western portion of the city bounded by SR-60 to the north, Cottonwood Avenue to the south, and Frederick Street to the east. The planning area includes the Moreno Valley Mall, the city's major shopping center. More recent commercial developments in this planning area include TownGate Crossing, TownGate Promenade, TownGate Square, and TownGate Center/Plaza. New commercial/retail developments continue to this day. The Quarter project, which is a commercial development including two

hotels, is adjacent to the Specific Plan. The residential portions of the Specific Plan include single-family and multi-family are built-out.

h. Festival Specific Plan (SP 205)

This specific plan was prepared by a developer and adopted by the City in 1987 for mixed-use development with residential, retail/commercial, and office/commercial uses. The planning area is approximately 70 acres and is located on the north side of SR-60, east of Heacock Street, and south of Ironwood Avenue. The planning area allowed for general/retail commercial, including the existing shopping center. The plan was amended in early 2018 to allow a wider range of uses including Business Park/Light Industrial in some planning areas. The commercial center is now known as the District and redevelopment is underway with completion of a Floor and Décor which recently opened replacing a former big box tenant; the building had been vacant for nearly 25 years. Business Park uses (approximately 400,000 square feet on 19 acres) are under construction. A hotel is also approved within the southeastern portion of the Specific Plan just north of Route 60.

i. Eastgate Ranch Specific Plan (SP 207)

This specific plan was prepared by a developer and adopted by the city in 1991, and then amended in 2004. It includes approximately 150 acres of single-family residential neighborhood development near the Kaiser Permanente Medical Center bounded by Oliver Street to the west, Moreno Beach Drive to the east, Cactus Avenue to the north, and John F. Kennedy Drive to the south. La Jolla Elementary School and Celebration Park are located within this planning area. Landmark Middle School and Fairway Park are on the opposite side of John F. Kennedy Drive at the southern border of the Eastgate Ranch. This specific plan is completely built-out.

j. Aquabella Specific Plan (SP 218)

This specific plan was prepared by a developer and was adopted by the City in 2005 for the development of a gated active-adult community containing 2,900 dwelling units on approximately 730 acres near the Kaiser Permanente Medical Center between Brodiaea Avenue and Iris Avenue,. Site grading began two years following specific plan adoption but the project was put on hold due to economic recession and slowdown of the housing market.

k. World Logistics Center Specific Plan

The World Logistics Center Specific Plan was prepared by a developer and was adopted by the City in 2015. The WLC is a master-planned development encompassing up to 40.6 million square feet of building area specifically designed to support large-scale logistics operations. The WLC Specific Plan covers 2,610 acres (7.9 percent of citywide land) in the eastern portion of the city, bounded by SR-60 to the north, Cactus Avenue to the south, Redlands Boulevard to the west, and Gilman Springs Road to the east. The WLC Specific Plan implements all applicable elements of the General Plan and includes detailed information about the area's

infrastructure improvements such as roads, water, sewer, utilities, and flood control facilities.

4.11.2 Applicable Regulatory Requirements

This section describes the various planning documents and local planning initiatives that affect the Planning Area.

4.11.2.1 State and Regional

a. Riverside County General Plan

Within the SOI in the Planning Area lies 9,919 acres of land (23 percent of total Planning Area) that is currently unincorporated and under the direction of the Riverside County General Plan. The City of Moreno Valley General Plan has authority over territory within the city limit, while the Riverside County General Plan has jurisdiction over unincorporated territory within the County. Lands within Moreno Valley's sphere of influence can be given land use designations by both the City and the County, but the City's designation applies only if the land is annexed into the city, otherwise, the County's designation/plans prevail. The majority of the unincorporated Planning Area is designated by Riverside County as Open Space Rural, Conservation Habitat, and Conservation. Small pockets of Commercial Retail and Light Industrial designations are located adjacent Gilman Springs Road at the city's eastern limits, adjacent to the approved World Logistics Center.

b. March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

In November 2014, the Riverside County Airport Land Use Commission adopted the Airport Land Use Compatibility Plan (ALUCP) for the March Air Reserve Base/Inland Port Airport (MARB/IPA) located adjacent to the southwestern boundary of the city. The ALUCP is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for the March Air Reserve Base (AICUZ). The ALUCP incorporates noise and safety protection measures equivalent to or greater than recommended in the AICUZ. While no modifications to the existing airport runways or approaches are anticipated, the ALUCP studied potential future military and civilian aircraft activity to inform the development of unique Airport Compatibility Zones each with their own land use restrictions in consideration of projected future use by both military and civilian aircraft. The compatibility zones and their associated restrictions plan for noise and overflight factors as well as safety and airspace protection factors.

Within the city limit, there is a special zoning overlay for the AICUZ with the following description: *It is the intent and purpose of this AICUZ overlay district to limit public exposure to aircraft accidents and noise and to encourage future development that is compatible with the continued operation of March Air Force Base.* The ALUCP's Airport Compatibility Zones that occur within the city limit are summarized as follows and depicted in Figure 4.9-2.

Zone A – Clear Zone

- Acreage within city limit: 47.8 acres (approximate)
- Residential Land Use: No new dwellings allowed
- Prohibited Land Uses: All non-aeronautical structures; assemblages of people; objects exceeding Federal Aviation Regulations' height limits (Part 77); all storage of hazardous materials; hazards to flight

Zone B1 – Inner Approach/Departure Zone

- Acreage within city limit: 164.1 acres (approximate)
- Residential Land Use: No new dwellings allowed
- Prohibited Land Uses: Children's schools, day care centers, libraries; hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly; buildings with greater than 1 aboveground habitable floor in Accident Prone Zone (APZ) I or greater than 2 floors in APZ II and outside of APZs; hazardous materials manufacture/storage; noise sensitive outdoor non-residential uses; critical community infrastructure facilities; hazards to flight; uses listed in AICUZ as not compatible in APZ I or APZ II

Zone B2 – High Noise Zone

- Acreage within city limit: 210.4 acres (approximate)
- Residential Land Use: No new dwellings allowed
- Prohibited Land Uses: Children's schools, day care centers, libraries; hospitals, congregate care facilities, hotels/motels, places of assembly; buildings with greater than 3 aboveground habitable floors; noise sensitive outdoor non-residential uses; critical community infrastructure facilities; hazards to flight

Zone C1 – Primary Approach/Departure Zone

- Acreage within city limit: 656.8 acres (approximate)
- Residential Land Use: Less than or equal to 3.0 dwelling units per acre
- Prohibited Land Uses: Children's schools, day care centers, libraries; hospitals, congregate care facilities, places of assembly; noise-sensitive outdoor non-residential uses; hazards to flight

Zone D – Flight Corridor Buffer

- Acreage within city limit: 2,069.1 acres (approximate)
- Residential Land Use: No limit
- Prohibited Land Uses: Hazards to flight

Zone E – Other Airport Environs

- Acreage within city limit: 6,093.5 acres (approximate)
- Residential Land Use: No limit
- Prohibited Land Uses: Hazards to flight

High Terrain Zone

- Acreage within city limit 1,848.2 acres (approximate)
- Residential Land Use: Same as underlying zone
- Prohibited Land Uses: Hazards to flight; other uses restricted in accordance with criteria for underlying zone

Within the city limit, there are approximately 657 acres of land within Zone C1. The current land uses in Zone C1 include general/light industrial, general/retail commercial, office, public facilities, single-family residential, multi-family residential, church/religious facilities, limited and vacant land. Existing residential area in Zone C1 represents approximately 95 acres, detailed below with maximum density limits for dwelling units per acre (du/ac).

- Residential 30 (R30 – 30 du/ac): 17 acres
- Residential 15 (R15 – 15 du/ac): 30.63 acres
- Residential 10 (R10 – 10 du/ac): 38.42 acres
- Residential 5 (R5 – 5 du/ac): 9.03 acres

4.11.2.2 Local Plans and Projects

a. Momentum MoVal (2016)

In 2016, the City adopted Momentum MoVal, the City's first Strategic Plan to guide the community's growth in a three to five year timeframe from 2016 forwards. The City's top priorities are grouped into six categories: Economic Development; Library; Public Safety; Infrastructure; Youth Programs; and Beautification, Community Engagement, and Quality of Life. Through the General Plan Update process, the priorities identified in Momentum MoVal will be incorporated to guide the community's growth, with particular attention to land use, towards year 2040.

Momentum MoVal prioritized the establishment of the city as the worldwide model in logistics development and promoted small business development and entrepreneurship. As such, the quantity, location, and character of general/light industrial and commercial/office land uses will require consideration. Through project outreach, some community members have relayed desires for increased library services—this could potentially translate into plans for increased service/facilities on existing library sites or entirely new sites. The plan identifies that quality of life and community interaction should be enhanced through the creation of a town center that offers “Third Space” gathering opportunities outside of the workplace or home to encourage social exchange in a live, work, and play atmosphere.

b. Alessandro Boulevard Corridor Vision Plan

The Alessandro Boulevard Corridor Vision Plan (2010) focuses on the properties fronting the Alessandro Boulevard corridor between Old Highway 215 to the west and Nason Street to the east, a distance of approximately 5.5 miles. The plan also discusses adjacent properties to the north and south within a half mile of the corridor, specifically their role in and benefit from revitalization of the corridor that has a mix of vacant properties, general/retail commercial, single/multi-family residential, general/light industrial, and public facilities such as the Moreno Valley City Hall. The plan envisions a series of transit-ready nodes served by a planned Bus Rapid Transit (BRT) line extending from Nason Street to the Metrolink Station along I-215. Residential uses of the planning area include primarily existing single-family residences and some multi-family residences that are located generally immediately adjacent to Alessandro Boulevard. Retail and restaurant uses focused at transit-ready nodes are encouraged if higher levels of change are desired. Streetscape improvements focused on active transportation, such as walking and biking, and beautified landscaping are also highlighted by the plan.

c. SR-60 Corridor Study

The SR-60 Corridor Study (2014) is a vision for the SR-60 highway corridor stretching from Nason Street east to Theodore Street. The City has received this study, but it has not been adopted. The plan identifies land use scenarios, including strategies connecting surrounding land uses, and supports a pedestrian oriented development scenario along the regional transit corridor. This plan only includes a small area of land at Nason Street and SR-60, the planning process highlighted the gap in developed walkable town center places in Moreno Valley and the community's desire for having such places locally. The land use vision of the plan is organized into four areas, summarized below.

- Area 1: Single-family residential uses, commercial uses focused on retail but allowing office; storm water detention basins to provide visual/physical buffer for residences/freeway and potential recreation area for nearby residents
- Area 2: commercial retail uses for additional car dealerships for Moreno Valley Auto Mall expansion; industrial and logistics uses along Eucalyptus Avenue; multi-family residential uses between the industrial uses and Auto Mall expansion
- Area 3: area remains commercial and includes one hotel and dine-in restaurants; a portion of Area 3 has subsequently been developed as a Hyundai dealership; the other pads remain vacant
- Area 4: experiential commercial uses that attract residents and visitors; office commercial uses; hotel; single and multi-family residential uses

d. Nason Street Corridor Plan

The Nason Street Corridor Plan (2015) covers a planning area of approximately 2,133 acres and has overlapping areas from the Alessandro Boulevard Corridor Vision Plan (2010) and

the SR-60 Plan (2014). The City has received this plan, but it has not been adopted. These earlier plans were the first two pieces in creating a connected city center in Moreno Valley and the Nason Street Corridor Plan (2015) is the integrating plan that joins the three central areas and their land use plans within Moreno Valley and creates concepts for design and a way to implement in the future. The 2015 Nason Street Corridor Plan envisions the planning area as a town center, a mixed-use district that includes a combination of various land use types such as vertical mixed-use, retail, office, public parks and plazas, civic uses, and a mix of residential types. Within the planning area, the City owns approximately 60 acres of vacant land at the northwest corner of Nason Street and Alessandro Boulevard, adjacent to multiple vacant, privately-owned parcels. The focus of the Nason Street Corridor Plan is on the City-owned property and the parcels bounded by Nason Street, Alessandro Boulevard, and Cottonwood Avenue. The City-owned property is the planning area for Destination MoVal: Town Center (2019), a recent planning effort discussed below.

e. Destination MoVal Town Center

Destination MoVal: Town Center (2019) is a City of Moreno initiated project that published a Request for Proposals (RFP) in November 2019 to transform an approximately 56.42-acre City-owned site at the northwest corner of Nason Street and Alessandro Boulevard. Surrounded by the city's expanding medical corridor, the land use vision for the town center is a new landmark and identity for Moreno Valley—a vibrant, walkable downtown scene that attracts residents, daytime professionals, and visitors to experience a high-quality work/shop/stay/play atmosphere. Residential (apartments and/or condominiums) and corporate headquarter(s) campus are considered acceptable, flexible land use types. The City desires to enter into a Public-Private Partnership in order to achieve sustainable long-term economic and community benefits. The City would sell its acreage to a project that would be developed consistent with the City Council's vision at private expense.

f. Gateway and Streetscape Framework Plan

The Gateway & Streetscape Framework Plan (2019) describes the hierarchy of city gateway entrances, along with concepts and strategies that can foster enhancement of the city's curb appeal, such as improved landscaping, monument signage, expansion of medians, and crosswalk and sidewalk treatment. Five categories of recommendations are offered: Gateway Treatment and Streetscape Policies, Partnering with Local Agencies, Landscaping Standards and Maintenance, Place Making and Branding, and Capital Improvements. The recommendations presented are intended to help foster economic growth and investment in the city. The Gateway & Streetscape Framework Plan is a planning tool, not a regulatory document, and is not a final implementation plan. The concepts and strategies would be considered over an extended period (e.g., 20 years) and implemented only if and where funding resources are available and authorized. This document serves as a valuable, informative resource for the General Plan Update.

g. Kaiser Permanente Moreno Valley Medical Center Master Plan

The Kaiser Permanente Moreno Valley Medical Center Master Plan Project is an expansion of the existing medical center campus on 30 acres of land located in the southern portion of the city on the north side of Iris Avenue, west of Oliver Street, and east of Nason Street. The project includes a multi-phased, state-of-the-art medical center campus anticipated for realization by 2038. Highlighted developments include an approximately 460-bed hospital, hospital support buildings, outpatient medical office buildings, an energy center, and surface and structured parking. This plan/project is located within the city's Medical Use Overlay (MUO) District. The primary purpose of the MUO District is to create a medical corridor by limiting land uses to those that are supportive of and compatible with the city's two existing hospitals. Through the General Plan Update process, the plan for a town center can be linked to the city's expanding medical corridor for mutually beneficial synergy. Applications for the Kaiser Master Plan Project are currently in the review process, and are expected to be considered by decision makers in 2020.

h. Moreno Valley College Comprehensive Master Plan

The Moreno Valley College Comprehensive Master Plan describes the college's long-term education and facilities visions from 2019-2030. The Facilities Master Plan—one of two separate master plans that form the Comprehensive Master Plan—addresses the college's infrastructure/facilities needs. The plan identifies approximately 400,000 gross square feet of new construction and 55,000 gross square feet of building reconstruction at the college campus located south of Iris Avenue, east of Lasselle Street, and north of the Lake Perris Recreation Area.

4.11.3 Methodologies for Determining Impacts

Preparation of this section was based on review of existing land use conditions in the city including aerial images and geographical information systems (GIS) land use data available for the Planning Area. This was followed by an evaluation of how the proposed GPU land use, goals and policies would affect existing land uses within the Planning Area.

4.11.4 Basis for Determining Significance

Thresholds used to evaluate impacts related to land use/planning are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact related to land use would occur if the project would:

- 1) Physically divide an established community; or
- 2) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.11.5 Impact Analysis

4.11.5.1 Topic 1: Physically Divide an Established Community

Would the project physically divide an established community?

Implementation of the project would not include new major infrastructure such as a freeway that could physically divide an established community. Currently, approximately 32 percent of the land within the city limit is vacant. Vacant lands include large undeveloped tracts of land at the interior of the city near the hospital complexes and vacant parcels interspersed among existing urban development. The project would primarily focus future development and redevelopment within the proposed Concept Areas, which consist of clusters of vacant and underutilized land within the city limit. Future development and redevelopment would utilize existing transportation facilities and would provide opportunities for new employment, housing, and recreational uses within the existing community framework. The changes envisioned within the proposed land use plan and supporting policies are designed to provide more opportunities for social connections and community. Therefore, the project would not physically divide the community, and impacts would be less than significant.

4.11.5.2 Topic 2: Conflicts with Applicable Plans and Policies

Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Buildout of the project would result in development of approximately 22,052 new homes and approximately 38,915 new jobs by 2040. As the project is a comprehensive update to the City's existing 2006 General Plan, the purpose of the plan is to guide development into the future based on the vision established through the planning process. As detailed in Section 4.11.2.2, there are a number of local planning initiatives and projects that have identified specific goals for the City, or would shape land uses within the city as they are buildout. All of these prior planning efforts and approved projects were considered during development of the 2021 GPU, and many of those prior goals are reflected in the proposed policy framework. For example, the 2021 GPU implements Momentum MoVal by prioritizing economic development and logistics development in the City, along with providing a land use plan that prioritizes creation of town centers and gathering spaces to encourage social exchange in a live, work, and play atmosphere.

In addition to the 2021 GPU, the project includes adoption of a CAP. The 2021 GPU land use plan and policy framework has been established to support implementation of the CAP and ensure internal consistency between the plans. For example, by planning for approximately 22,052 new homes and 38,915 new jobs by 2040, the jobs to housing balance should improve, providing a balance of jobs and housing in the community that would allow more city residents to work locally, cutting down commute times, vehicle miles traveled, and GHG emissions. The project identifies housing sites necessary to meet Regional Housing Needs Allocation (RHNA) goals and ensure consistency with the state housing targets. Project

buildout would result in a total of 72,737 households in 2040, which would be less than the 2040 SCAG household projection of 73,000. Similarly, the project's projected population size of 252,179 would be less than the 2040 SCAG projection of 256,600. This difference in population is due to the greater share of multi-family units that would likely result under buildout of the project compared to buildout of the existing 2006 General Plan, as multi-family units typically have a lower household population. The project would slightly increase the number of jobs to 83,246 compared to the SCAG 2040 growth projection of 83,200. However, this slight increase in approximately 46 jobs would have a negligible effect on future growth that would be offset by the decrease in population and households compared to SCAG 2040 growth projections. Consequently, the project would not generate growth that would exceed 2040 SCAG projections. Furthermore, the project would be subject to the following goals, policies, and actions in the 2021 GPU Land Use and Community Character (LCC) Element.

Goal

LCC-1: Establish an identifiable city structure and a flexible land use framework that accommodates growth and development over the planning horizon.

Identifiable Structure

Policies

- LCC.1-1 Foster a balanced mix of employment, housing, educational, entertainment, and recreational uses throughout the city to support a complete community.
- LCC.1-2 Expand employment opportunities locally and provide sufficient lands for commercial, industrial, residential and public/quasi-public uses while ensuring that a high quality of life is maintained in Moreno Valley.
- LCC.1-3 Locate manufacturing, logistics and industrial uses in areas with good access to the regional transportation network near the periphery of the city.
- LCC.1-4 Focus new development in centers and corridors so as to support the vitality of existing businesses, optimize the use of utility infrastructure, and reduce vehicle trip frequency, length, and associated emissions.
- LCC.1-5 Encourage mixed use development in either a vertical or horizontal configuration in the Downtown Center, the Moreno Valley Mall/Towngate Center area, and at key intersections along major transit routes.
- LCC.1-6 Promote infill development along Alessandro, Sunnymead, and Perris to create mixed use corridors with a range of housing types at mid-to-high densities along their lengths and activity nodes at key intersections with re-tail/commercial uses to serve the daily needs of local residents.

LCC.1-7 Support the continued buildout of residential areas as needed to meet the community's housing needs.

Actions

LCC.1-A Use development agreements, impact fees, benefit districts and other mechanisms to ensure the provision of adequate infrastructure to serve new development.

Growth Management

Policies

LCC.1-8 Promote a land and resource efficient development pattern in order to support efficient delivery of public services and infrastructure, conserve open space lands surrounding the city, reduce vehicle trip lengths and improve air quality.

LCC.1-9 Maintain City boundaries that are logical in terms of City service capabilities, economic development needs, social and economic interdependencies, citizen desires, and City costs and revenues.

LCC.1-10 Plan comprehensively for the annexation of any new areas and approve annexation only after City approval of an appropriate area-wide plan (e.g., master plan, specific plan) that addresses land use, circulation, housing, infrastructure, and public facilities and services. Exceptions to this requirement for area-wide plans include annexations of:

- Existing developed areas;
- Areas of less than five acres; and
- Housing developments for very-low and low-income households.

LCC.1-11 Require that new development be compatible with the standards for land uses, density and intensity specified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUC Plan).

LCC.1-12 Balance levels of employment and housing within the community to provide more opportunities for Moreno Valley residents to work locally, cut com-mute times, and improve air quality.

Actions

LCC.1-B Map all planning actions, such as rezonings on a large display map, keyed to the year action was taken. Use this map to pinpoint areas which re-quire special studies and possible amendment on the General Plan land use map.

Goal

LCC-2: Foster vibrant gathering places for Marino Valley residents and visitors.

Policies

- LCC.2-1 Create a Downtown Center with a vibrant mix of uses that will serve as the primary hub and focal point of Moreno Valley economic and cultural engine in the region.
- LCC.2-2 Require that proposed projects in the Downtown Center prepare an area plan demonstrating consistency with the principles outlined in Table LCC-2 and the illustrative development program shown in Table LCC-3 prior to approval. Development on smaller parcels may satisfy this requirement with a site plan.
- LCC.2-3 Within the Downtown Center, ensure the high intensity of development is concentrated so as to create a central core with a mix of uses to activate it throughout the day and evening and to promote strong connectivity between new uses and RUMC, Aquabella, and the Kaiser hospital campus.
- LCC.2-4 Leverage the presence of the hospitals and large tracts of vacant land to attract new higher-wage employers to the Downtown Center.
- LCC.2-5 Integrate new employment-oriented uses into the fabric of the Downtown Center as employment, educational, corporate, and research campuses and/or as part of mixed use developments.
- LCC.2-6 Create a Central Park facility to serve as a defining feature of the Downtown Center.
- LCC.2-7 Recognize recreation and entertainment as key contributors to the vitality of the Downtown Center and accommodate a world class sports/recreational facility to provide activities and entertainment for Moreno Valley residents.
- LCC.2-8 Transform Nason Street and Alessandro Boulevard into a grand boulevard with a distinctive, inviting character that announces arrival in Downtown Moreno Valley.
- LCC.2-9 Support the vitality of commercial and retail development downtown with significant new housing in and adjacent to the Downtown Center.
- LCC.2-10 Create an attractive, safe environment for bicycles and pedestrians that promotes "micro-mobility" and connectivity within the Downtown Center as well as encourage electric and autonomous vehicles.
- LCC.2-11 Allow for the evolution of the Downtown Center and encourage site planning that facilitates redevelopment of sites within the core of the area in the future as land values increase and higher development intensities become more financially feasible.
- LCC.2-12 Introduce medium to high density housing to the site and provide town-homes, apartments, and condominiums that cater to the needs of residents of all ages and stages of life.

- LCC.2-13 Allow the maximum permitted FAR to be calculated across multiple parcels in a single proposed development at the Moreno Valley Mall in order to incentivize signature development that makes a positive contribution to community character at this prominent gateway site.
- LCC.2-14 Focus on attracting essential services to the site, such as medical clinics, a grocery store, banks, and dry cleaners to the site to provide for the needs of area residents and ensure the vitality of the site over time.
- LCC.2-15 Encourage mixed use development and the co-location of residential and commercial uses within sight distance of one another on the site to promote day and evening vitality.
- LCC.2-16 Design residential buildings adjacent to the freeway with adequate ventilation and sound proofing to minimize air and noise impacts.
- LCC.2-17 Provide restaurants, cafes and bars with terraces, as well as public plazas, parks, public art, and family-friendly amenities that activate public spaces and build sense of place.
- LCC.2-18 Design and build new internal roadways with narrower widths, ample sidewalks, and street parking to help create a more intimate walkable feel in the areas.
- LCC.2-19 Provide a network of interconnected streets, paseos, pathways, and bicycle routes onsite that facilitates travel through the site for pedestrians, cyclists and other non-motorized modes of transportation.
- LCC.2-20 Encourage site designs that create an active street frontage and screen parking from the frontages of Alessandro, Sunnymead and Perris.
- LCC.2-21 Orient residential uses to the street and discourage the use of walls and fences. Employ a variety of techniques to buffer residential uses on the corridors from traffic and noise, including setbacks, landscaping, stoops, and raised entries.
- LCC.2-22 Encourage new mixed-use and commercial development to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches:
- Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials;
 - Maintaining overall harmony while providing smaller-scale variety; and
 - Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements.
- LCC.2-23 Ensure that commercial uses are designed to incorporate ground floor transparency and pedestrian activity.

LCC.2-24 At intersections on the mixed use corridors, prioritize retail and other uses that promote pedestrian activity on the ground floor of buildings.

LCC.2-25 Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.

LCC.2-26 Provide streetscape improvements along the mixed use corridors of Alessandro, Sunnymead, and Perris to enhance livability, vitality, and safety for all modes of travel.

LCC.2-27 Where possible, require that adjacent uses share driveways in order to limit the number of curb cuts along Alessandro, Sunnymead, Nason, and Perris.

LCC.2-28 Encourage landscaped common public spaces to be incorporated into new mixed-use development.

LCC.2-29 Design of public spaces should ensure they are:

- Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity.
- Be completely visible from at least one street frontage and as feasible, be at least 50% visible from a secondary street frontage.
- Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space.
- be located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided.
- Reflect the design and placemaking elements of the surrounding area through the use of architectural styles, signage, colors, textures, materials and other elements.
- Be constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area's heat island effect.
- Connect to bike and pedestrian facilities and be a part of an inter-connected pathway or parkway system where feasible.

LCC.2-30 Establish parks and plazas to serve as meeting areas in new neighborhoods and ensure a safe and secure environment through the development review and approval process.

LCC.2-31 Support development of the Moreno Valley College campus in ways that both strengthen its ties to the community and enhance its status as a major activity center for the neighborhood.

Actions

LCC.2-A Establish flexible zoning regulations to guide development in the Downtown Center.

LCC.2-B Prioritize the completion of catalyst projects for the Downtown Center, including the Town Center development at Nason and Alessandro and the Aquabella Specific Plan.

LCC.2-C Work with property owners at the Moreno Valley Mall and Towngate Center to facilitate redevelopment of underutilized parcels.

Goal

LCC-3: Build a distinctive sense of place and pride in Moreno Valley.

General

Policies

LCC.3-1 Insist on high-quality development that is sensitive to surrounding context throughout the city and particularly in centers and corridors.

LCC.3-2 Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another.

LCC.3-3 Promote the Moreno Valley College as a community asset that contributes to local identity and seek to better integrate the College with the rest of the city, including the Downtown Center and adjacent neighborhoods through urban design, transportation linkages, and promotion of College events.

Gateways

Policies

LCC.3-4 Strengthen the sense of arrival into Moreno Valley and the Downtown Center with gateway design at the locations shown on Figure LCC-4. Gateway design elements shall include streetscape design, signage, building massing, and similarly-themed design elements.

LCC.3-5 Incorporate prominent corner architectural features, such as prominent entries or corner towers, on new development at key intersections or gate-ways.

LCC.3-6 Maintain continuity in streetscape design along major streets and avenues that traverse the city north to south and east to west.

LCC.3-7 Continue to support community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.

Actions

LCC.3-A Establish a unified gateway design palette and guidelines that address streetscape design, signage, lighting, and building massing and setbacks to heighten sense of place.

LCC.3-B Develop a program of branding, signage, and wayfinding to promote connections with Lake Perris. The program should apply on key access routes to Lake Perris, including Moreno Beach Drive, Alessandro and Cactus and should seek to build visual connections and foster land uses and businesses that encourage recreational activities.

Arts and Culture

Policies

LCC.3-8 Encourage development and display of public art to promote the history, heritage, culture and contemporary identity of Moreno Valley.

LCC.3-9 Promote cooperative arrangements with other public or private agencies that facilitate the temporary or permanent display of works of art for display within or upon public or private facilities and land.

Actions

LCC.3-C Consider establishing a public art ordinance that would require large projects to install public art or contribute an in lieu fee that can be put toward the cost of public art installations.

LCC.3-D Continue to support and fund local artists and students to create public art.

LCC.3-E Explore a range of public and private funding sources to support the visual and performing arts and cultural development goals and activities.

Historic Resources

Policies

- LCC.3-10 Balance the preservation of historic resources with the desire of property owners of historic structures to adopt energy efficient strategies.
- LCC.3-11 Require any application that would alter or demolish an undesignated and unsurveyed resource over 50-years-old to be assessed on the merits of the structure.

Residential Areas

Policies

- LCC.3-12 Promote the preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions, and to help encourage new development and reinvestment.
- LCC.3-13 New and retrofitted fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.
- LCC.3-14 Within individual residential projects, a variety of floor plans and elevations should be offered.
- LCC.3-15 Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.
- LCC.3-16 Design large-scale small lot single family and multiple family residential projects to group dwellings around individual open space and/or recreational features.
- LCC.3-17 Screen and buffer nonresidential projects to protect adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.
- LCC.3-18 Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.

Actions

- LCC.3-F Establish residential design guidelines for single-family and multi-family development that address site design, building materials, roof lines, and landscaping.

Commercial Areas

Policies

- LCC.3-19 Ensure that neighborhood shopping centers are designed in a manner compatible with adjacent residential areas.
- LCC.3-20 Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.
- LCC.3-21 Ensure that neighborhood shopping centers conform to regulations limiting the size, location, and general character of signage and facades so as not to disrupt the residential character of the neighborhood.
- LCC.3-22 Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.
- LCC.3-23 Require reciprocal parking and access agreements between individual parcels where practical.

Actions

- LCC.3-G Work with existing business owners to promote the improvement and maintenance of facades of commercial uses.
- LCC.3-H Pursue funding and programs to underground utilities and overhead wires.

Goal

- LLC-4: Expand the range of housing types in Moreno Valley and ensure a variety of options to suit the needs of people of all ages and income levels.

Policies

- LCC.4-1 Promote a range of residential densities throughout the community to encourage a mix of housing types in varying price ranges and rental rates.
- LCC.4-2 Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.
- LCC.4-3 Encourage a mix of for sale and rental housing units in centers and corridors.

- LCC.4-4 Encourage multi-family developments and live-work units in residential mixed use areas to provide housing options that are affordable for artists, creative entrepreneurs, emerging industries, and home-based business operators.
- LCC.4-5 Encourage the use of innovative and cost-effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.
- LCC.4-6 Cater to the needs of larger, multi-generational families by both promoting the development of 3 and 4-bedroom homes and by facilitating construction of accessory dwelling units.
- LCC.4-7 Promote availability of senior and independent assisted living facilities distributed equitably throughout the community to meet the needs of the community's aging population.
- LCC.4-8 Facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as on-site health and human services, community gardens, car-sharing, and bike facilities. Support the development of projects that serve homeless and special needs populations.
- LCC.4-9 Densities in excess of the maximum allowable density for residential projects may be permitted pursuant to California density bonus law.

Therefore, the project would not cause a significant environmental impact due to a conflict with any applicable plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

a. Specific Plans

Implementation of the 2021 GPU would be consistent with specific plans, as the 2021 GPU would provide an updated guide for development within specific plan areas with remaining development potential. Some of the proposed Concept Areas where growth is focused have specific plans that have already been approved. In areas where existing specific plans have been newly adopted, or where unbuilt capacity remains and circumstances have not changed, including industrial areas in the east and southwest of the city, the 2021 GPU envisions continued implementation of the adopted specific plans. Where existing specific plan areas have achieved their useful life, or there is no specific plan in place, the 2021 GPU presents a vision and a set of policies and actions to implement the plan based on community input. Outside of the Concept Areas and specific plan areas, the 2021 GPU envisions new development on vacant parcels in a manner consistent with the existing land use pattern and character of the surrounding area.

For example, within the planned Downtown Center, approximately 80 percent of the land is vacant and undeveloped, including the 730-acre Aquabella Specific Plan area and a 56-acre parcel at the northwest corner of Nason and Alessandro owned by the City. The 2021 GPU envisions the integration of the Aquabella Specific Plan area into the Downtown Center,

allowing for development of supportive medical facilities, a hotel, and shops and services oriented to patients and their families adjacent to the hospitals, while also permitting development of the low-to-mid density development consistent with the underlying zoning for the Specific Plan Area. No conflicts have been identified between the 2021 GPU and Specific Plans, and impacts would be less than significant.

b. County of Riverside General Plan

As discussed in Section 4.2.1.1 above, the Riverside County General Plan has jurisdiction over unincorporated territory within the County, including lands within the City's SOI. Although the 2021 GPU identifies land use designations within the City's sphere that are not consistent with the Riverside County General Plan, no conflicts would occur because the Riverside County General Plan would continue to apply until such time that an annexation were to occur to bring lands into the City boundary. Therefore, the 2021 GPU would not conflict with the Riverside County General Plan, and impacts would be less than significant.

c. March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

Within the city limit, the MARB/IPA ALUCP affects over 250 sites (parcels) previously identified by the 2014-21 Housing Element as housing opportunity sites. Approximately 75 out of the 95 acres of residential area located within the Edgemont are inconsistent with the ALUCP due to densities that exceed allowances in the ALUCP. While existing nonconforming land uses are not considered to be inconsistent with the ALUCP, any future development/expansion of uses would need to be consistent with the ALUCP. The proposed 2021 GPU land use designations have been developed to allow for compatibility with the MARB/IPA ALUCP. A new designation called Business-Flex has been planned and strategically sites to promote compatibility with airport regulations. This designation would allow light manufacturing, research and development, warehousing and distribution, and other uses consistent with applicable airport land use compatibility regulations. In addition, the Land Use Element includes a policy that requires new development to be compatible with the standards for land uses, density and intensity specified in the MARB/IPA ALUCP. The 2021 GPU proposed land uses, combined with implementation of a required consistency analysis with the MARB/IPA ALUCP at the time of future development, would ensure no conflicts would occur with this plan, and impacts would be less than significant.

4.11.6 Cumulative Analysis

Development consistent with the proposed land use framework would be subject to site-specific policy consistency analysis and compliance with applicable regulations such as the municipal code. Application of regulations for each individual site-specific project would ensure that cumulative impacts related to land use consistency would be avoided. The project has incorporated policies to guide development consistent with the 2021 GPU that would ensure land use compatibility and avoid physical division of community. Individual site-specific projects would be subject to applicable 2021 GPU policies and municipal code

regulations. Therefore, the project would not contribute to a cumulative impact related to land use.

4.11.7 Significance of Impacts before Mitigation

4.11.7.1 Topic 1: Physically Divide an Established Community

Implementation of the project would not include new major infrastructure, such as a freeway, that could physically divide an established community. The changes envisioned with the land use plan and supporting policies are designed to increase community connections. Therefore, the project would not physically divide the community, and impacts would be less than significant.

4.11.7.2 Topic 2: Conflicts with Applicable Plans and Policies

The project would implement various City planning initiatives, identifies housing sites necessary to meet RHNA goals and ensure consistency with the state housing targets, and would facilitate implementation of the CAP. Furthermore, the project would not generate growth that would exceed 2040 SCAG projections. Therefore, the project would not cause a significant environmental impact due to a conflict with any applicable plans, policies, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

4.11.8 Mitigation

4.11.8.1 Topic 1: Physically Divide an Established Community

Impacts would be less than significant. No mitigation is required.

4.11.8.2 Topic 2: Conflicts with Applicable Plans and Policies

Impacts would be less than significant. No mitigation is required.

4.11.9 Significance of Impacts after Mitigation

4.11.9.1 Topic 1: Physically Divide an Established Community

Impacts would be less than significant. No mitigation is required.

4.11.9.2 Topic 2: Conflicts with Applicable Plans and Policies

Impacts would be less than significant. No mitigation is required.