CEQA Initial Study

Moreno Valley Logistics Center

Lead Agency: City of Moreno Valley

City of Moreno Valley
Planning Division
P.O. Box 88005
Moreno Valley, CA 92552
6/17/2015

City of Moreno Valley

California Environmental Quality Act (CEQA) Initial Study

MORENO VALLEY LOGISTICS CENTER

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Community & Economic Development Department
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Lead Agency Discretionary Permits
Specific Plan Amendment (P15-036), Tentative Parcel Map (PA15-0018); Plot Plan (PA15-0014), Plot Plan (PA15-0015), Plot Plan (PA15-0016), and Plot Plan (PA15-0017)

June 17, 2015

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1.0 INTRODUCTION

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1.1 Document Purpose and Scope

The California Environmental Quality Act (CEQA) is a statewide environmental law contained in Public Resources Code §§21000-21177. CEQA applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment. The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies analyze and acknowledge the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts to the environment when avoidance or reduction is feasible. The CEQA compliance process also gives other public agencies, interested parties, and the general public an opportunity to comment on a proposed project's environmental effects.

This Initial Study (IS) assesses the potential of the proposed Moreno Valley Logistics Center project (the "Project") to impact the physical environment. The Project involves the construction and operation of a warehouse distribution center with four (4) buildings providing 1,737,518 s.f. of total building space. Associated improvements to the property would include loading docks, surface parking areas (automobile parking and truck trailer parking), drive aisles, roadway improvements, utility infrastructure, landscaping, exterior lighting, signage, and water quality detention basins. The Project site is located within the boundary of the Moreno Valley Industrial Area Plan (MVIAP) (Specific Plan 208).

As part of the City of Moreno Valley's permitting process, the proposed Project is required to undergo an initial environmental review pursuant to §15063 of the CEQA Guidelines. This IS is a preliminary analysis prepared by the City of Moreno Valley Department of Community & Economic Development, Planning Division, acting in its capacity as the CEQA Lead Agency, to determine the level of environmental review and analysis that will be required for the Project. The results of the IS determine which type of CEQA compliance document will be prepared, which could consist of either an environmental impact report (EIR); mitigated negative declaration (MND); negative declaration (ND); addendum to a previously-prepared EIR; or a tiered analysis that relies on the findings and conclusions of a previously-prepared EIR. If the IS concludes, based on substantial evidence in the City's records, that the Project has the potential to result in a significant effect on the environment that cannot be avoided, reduced, or mitigated to below stated thresholds of significance, the City of Moreno Valley is required to prepare an EIR.

This IS is an informational document that provides the City of Moreno Valley, other public agencies, interested parties, and the public at-large with an objective assessment of the potential environmental impacts that could result from implementation of the proposed Project.

1.2 Potential Environmental Effects

The analysis presented in this IS indicates that the proposed Project has the potential to result in one or more significant direct, indirect, and/or cumulative environmental effects to the following environmental subjects:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use and Planning
- Noise
- Transportation/Traffic
- Mandatory Findings of Significance

Based on the analysis provided in the Environmental Checklist portion of this IS, the proposed Project has the potential to result in significant effects on the environment for which feasible mitigation measures may not be available to reduce all of those effects to below thresholds of significance applied by the City of Moreno Valley. Accordingly, and pursuant to §15063(b)(1) of the CEQA Guidelines, an EIR will be prepared for the Project and will focus on the subjects listed above.

1.3 Document Organization

This IS includes the following sections:

- Section 1.0, Introduction, provides information about CEQA and its requirements for environmental review and explains that an EIR will be prepared by the City of Moreno Valley to evaluate the proposed Project's potential to impact the physical environment.

- Section 2.0, Project Description and Setting, provides information about the proposed Project's location and planning objectives and includes a description of the proposed Project's physical features and construction and operational characteristics.

- Section 3.0, Environmental Checklist, includes the Environmental Checklist and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.

- Section 4.0, References, provides reference information for all information sources consulted during the preparation of this IS.

2.0 PROJECT DESCRIPTION AND SETTING

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2.1 Project Overview

The proposed Project involves the development of an approximately 89.4 gross-acre property located at the southwest corner of the intersection of Krameria Avenue and Indian Street in the City of Moreno Valley, Riverside County, California. Development of the property would involve the construction and operation of a warehouse distribution center with one (1) high cube warehouse building and three (3) light industrial buildings. The Project Applicant is pursuing the Project on a speculative basis, meaning that the proposed buildings' future tenants are not yet identified. Additional details regarding the Project's location, environmental setting, and design are included in this Section, on the following pages.

2.2 Project Background

The Project site is located within the geographical limits of the Moreno Valley Industrial Area Plan (MVIAP) (Specific Plan (SP) 208). The MVIAP was originally referred to as the Oleander Specific Plan when first approved by the City of Moreno Valley in 1989. The Specific Plan was renamed the MVIAP in 2001 after 40 acres of additional area was added to the Specific Plan boundaries, bringing the total land area within the MVIAP to 1,540 aces. The City amended the MVIAP again in 2002 to consolidate the "Business Park," "Mixed Use," "Light Industry," and "Heavy Industry" land use designations of the original Specific Plan as a single "Industrial" land use designation in order to more readily accommodate and attract economic development opportunities (Moreno Valley, 2002). The pace of industrial development and economic activity in the MVIAP area was very slow until about 2007 when the warehouse distribution industry began to locate distribution warehouse and e-commerce facilities in the MVIAP area. The MVIAP "Industrial" land use designation is applied to the approximately 89.4-acre Moreno Valley Logistics Center property, which is the subject of this IS.

The buildout of MVIAP, including the Project site, was the subject of previous environmental review under CEQA as part of an EIR certified in 1989 (State Clearinghouse Number 1988080813), which is herein incorporated by reference and is available for public review at the City of Moreno Valley Community & Economic Development Department, Planning Division.

This IS evaluates the potential environmental effects that could result from the implementation of applications for a Specific Plan Amendment (P15-036), Tentative Parcel Map (PA15-0018), and four individual Building Plot Plan applications (PA15-0014, PA15-0015, PA15-0016, and PA15-0017), which collectively propose to develop the subject property with a logistics center accommodating four buildings. The applications for the Project were submitted to the City of Moreno Valley in March 2015, as described below in Subsection 2.6.

2.3 Project Location

The Project site is located in the southern portion of the City of Moreno Valley. The City of Moreno Valley is located in the northwestern portion of Riverside County, California, and is north of the City of Perris and southeast of the City of Riverside. As shown on Figure 2-1, *Regional Map*, the Project site is located approximately 1.3 miles east of Interstate 215 (I-215), 4.2 miles south of State Route

60 (SR-60), and 2.5 miles northwest of Lake Perris. At the local scale, the Project site is located south of Krameria Avenue, north of Cardinal Avenue, east of Heacock Street and the March Air Reserve Base, and west of Indian Street (see Figure 2-2, *Vicinity Map*). The Perris Valley Storm Drain Channel transects the Project site in a northwest to southeast direction. Approximately 15.3 acres of the Project site are located west of the Perris Valley Storm Drain Channel and approximately 74.1 acres of the Project site are located east of the Perris Valley Storm Drain Channel.

The site is located within the southwestern portion of Section 30, Township 3 South, Range 3 West (San Bernardino Base and Meridian) and includes Assessor Parcel Numbers (APN): 316-100-028, 316-100-030, 316-100-048, 316-100-051, and 316-100-052.

2.4 Environmental Setting and Surrounding Land Uses

As shown on Figure 2-3, *USGS Topographic Map*, the Project site is relatively flat with elevations ranging from 1,497 feet above mean sea level (AMSL) at its northern boundary to 1,468 AMSL at the southeast corner of the property. As shown on Figure 2-4, *Aerial Photograph*, the Project site consists of vacant, undeveloped land that is routinely disturbed (i.e., disced) as part of weed abatement activities. The Project site is transected in a northwest to southeast direction by the Perris Valley Storm Drain Channel.

The Project site is located in a portion of the City of Moreno Valley that is developing as a center for distribution warehousing, e-commerce, and light industrial land uses. Under existing conditions, the Project site is surrounded to the north and south by a mixture of industrial warehouse buildings and a few undeveloped and underutilized parcels that are designated by the MVIAP for future industrial development; to the west by March Air Reserve Base, and to the east by a single-family residential neighborhood (refer to Figure 2-5, *Surrounding Land Uses*). Land uses surrounding the Project site include the following:

North: The Project site is bordered by vacant, undeveloped land on the northwest and a large warehouse building on the northeast currently occupied by Proctor & Gamble. The vacant, undeveloped land located northwest of the Project site is approved for future development as a warehouse distribution center (March Business Center). Located farther north of the Project site is Iris Avenue, undeveloped land, and residential development. Approximately 0.6-mile northeast of the Project site is Rainbow Ridge Elementary School and March Middle School.

South: The Project site is bordered on the south by partially developed Cardinal Avenue, a large warehouse building occupied by Amazon, and the Perris Valley Storm Drain Channel. Located farther south are a collection of warehouse distribution buildings (including but not limited to buildings currently occupied by Harbor Freight Tools and O'Reilly Auto Parts), undeveloped lands that are designated for future industrial development, and small parcels that contain small commercial, industrial, or manufacturing structures.

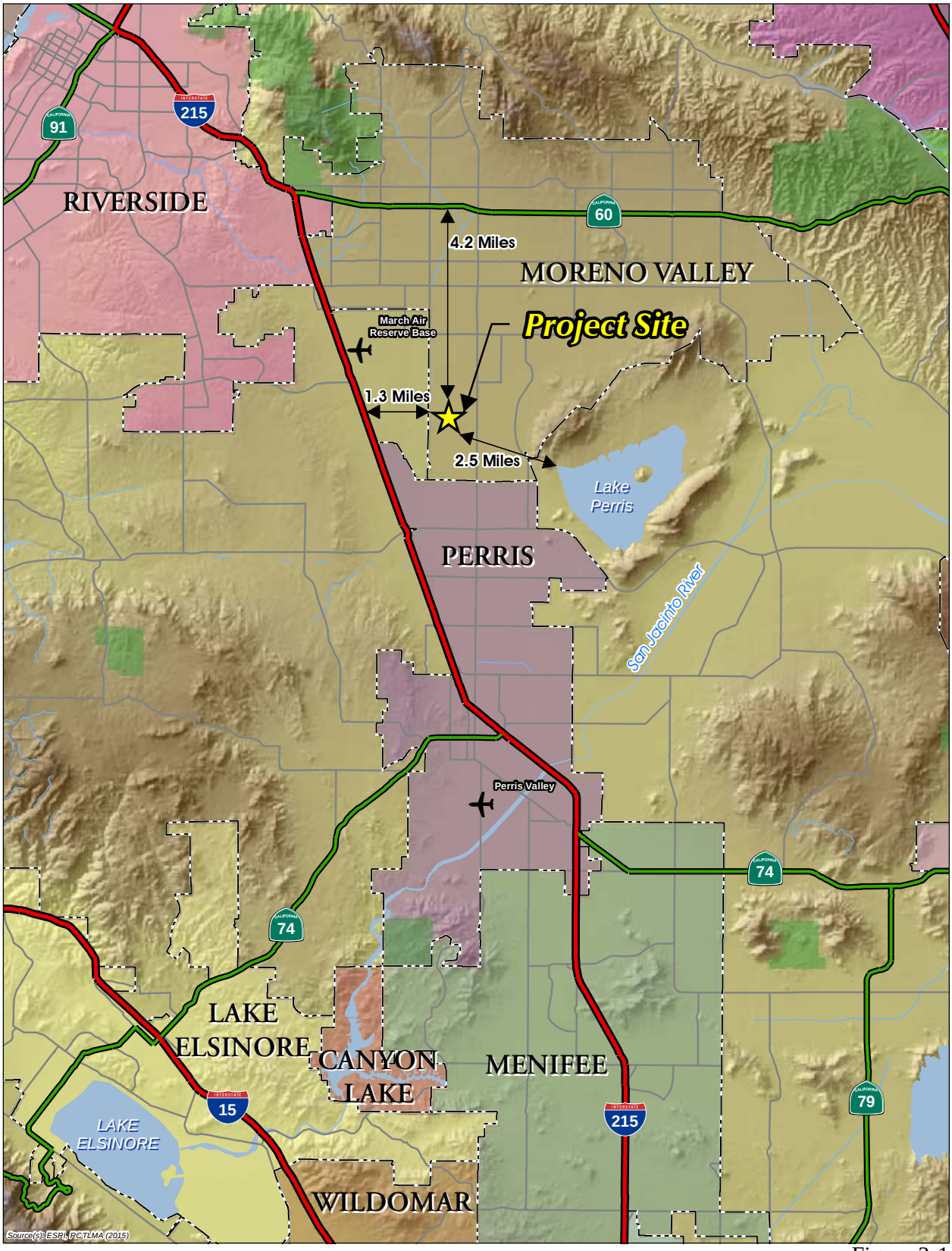


Figure 2-1

REGIONAL MAP

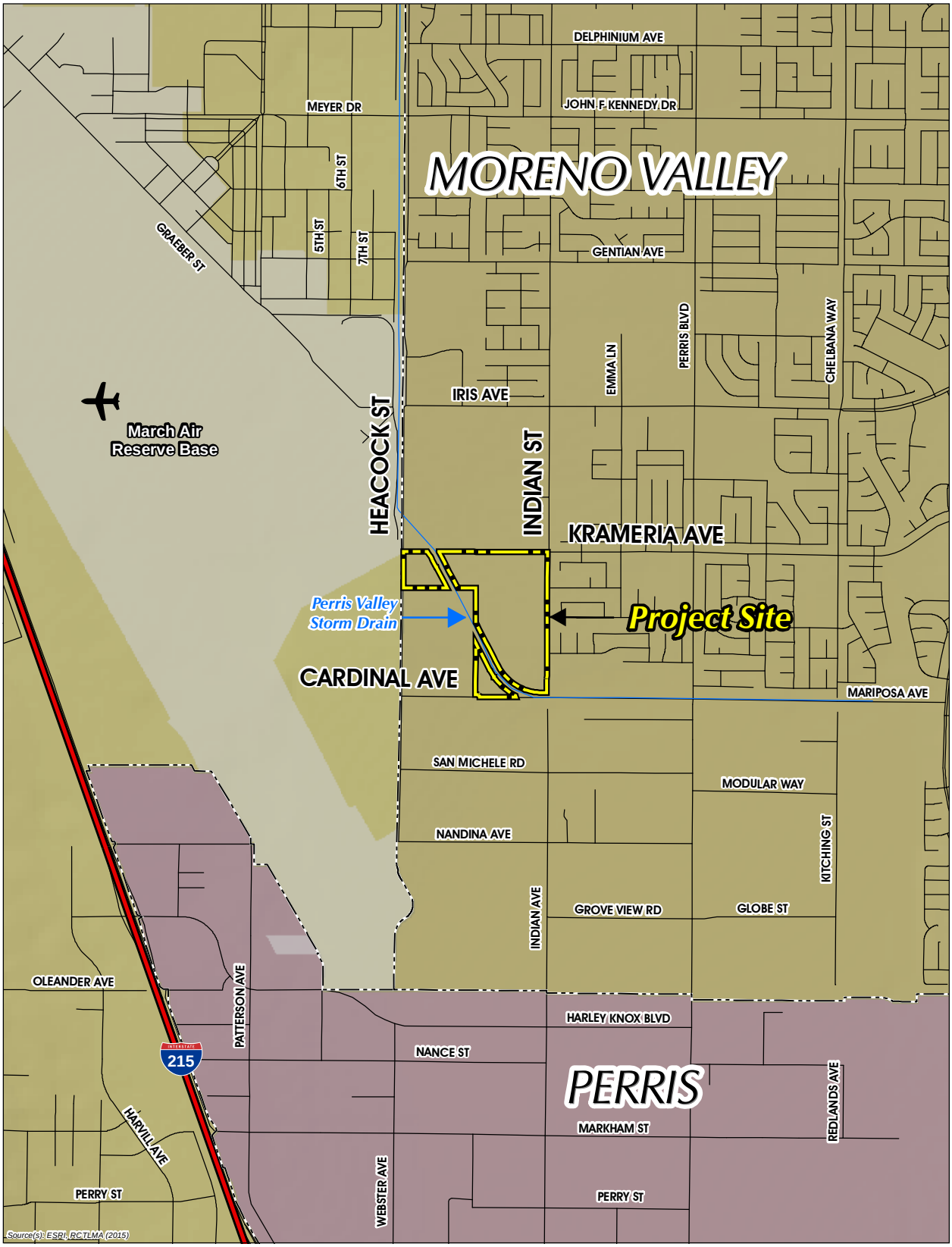


Figure 2-2

VICINITY MAP

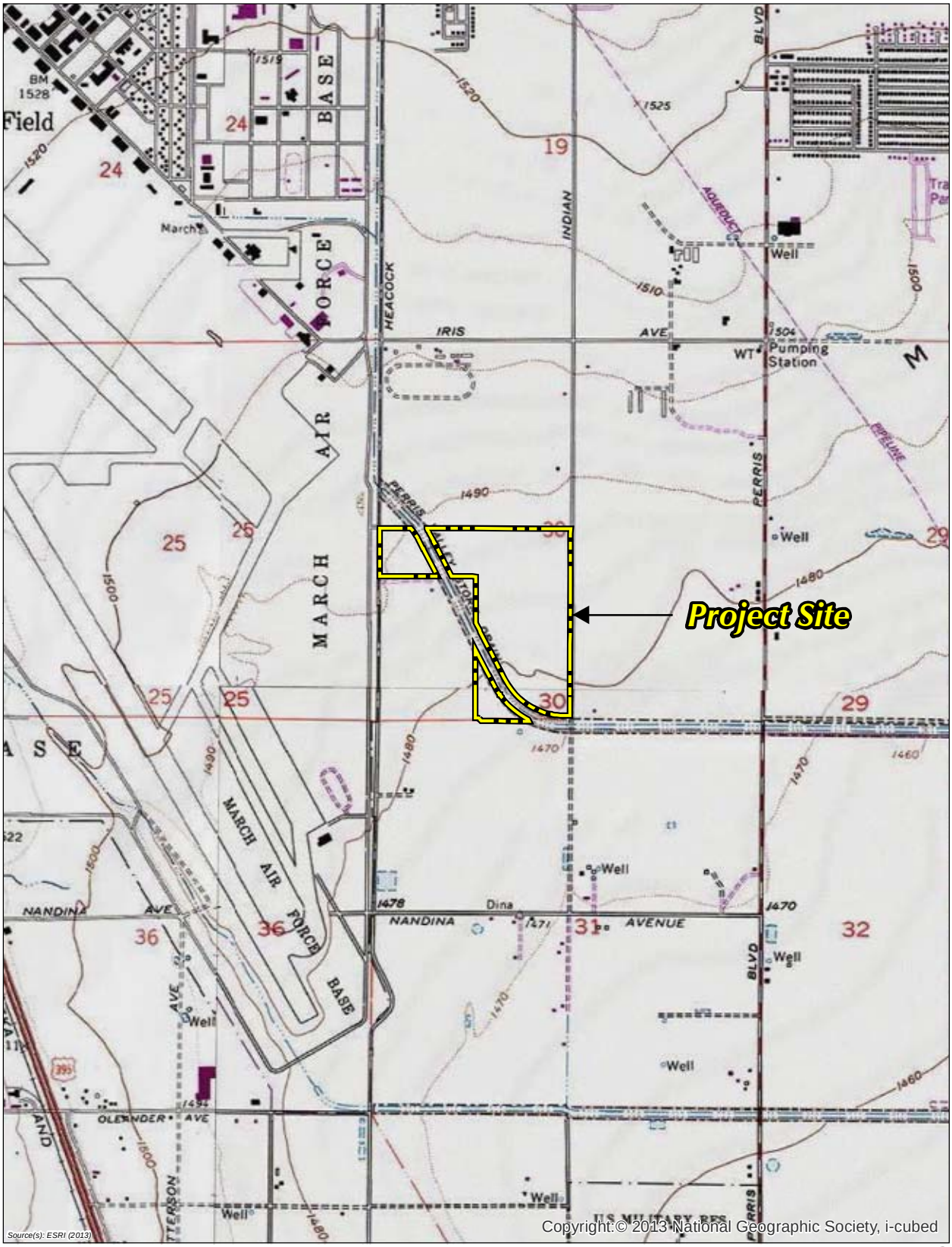


Figure 2-3

USGS TOPOGRAPHIC MAP

Figure 2-4

AERIAL PHOTOGRAPH

Figure 2-5

SURROUNDING LAND USES

East: Immediately to the east of the Project site is Indian Street. East of Indian Street is developed primarily with single-family residential land uses, with pockets of undeveloped land designated for future residential development. The Morning Dove Christian Academy (approximately 0.6-mile), Mary McLeod Bethune Elementary School (approximately 0.9-mile), and Vista Verde Middle School (approximately 1.25 miles) are located farther east of the Project site.

West: The Project site is bordered on the west by a large warehouse building occupied by Lowe's, an industrial building occupied by Cardinal Glass Industries, and Heacock Street. West of Heacock Street is the March Air Reserve Base.

2.5 Existing General Plan Designations and Zoning

The City of Moreno Valley General Plan designates the Project site as "Business Park/Light Industrial (BP)." According to General Plan Policy 2.5.1, the primary purpose of areas designated "Business Park/Light Industrial (BP)" is to provide manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities. Uses allowable within areas with the BP land use designation include manufacturing, research and development, warehousing and distribution, office, and support commercial activities.

As previously discussed, the Project site is located within the geographical limits of the MVIAP. The MVIAP applies an "Industrial" zoning designation to the Project site. The "Industrial" designation permits a wide range of industrial and industrial/business related support uses, including light manufacturing and storage and distribution facilities.

2.6 Description of the Proposed Project

The proposed Project consists of an application for a Specific Plan Amendment (P15-036), Tentative Parcel Map (PA15-0018), and four individual Building Plot Plan applications (PA15-0014, PA15-0015, PA15-0016, and PA15-0017) to construct and operate a logistics center with four (4) buildings providing 1,737,518 square feet (s.f.) of total building space. Associated improvements to the property would include loading docks, surface parking areas (passenger car parking and truck trailer parking), drive aisles, roadway improvements, utility infrastructure, landscaping, exterior lighting, signage, and water quality detention basins. The Project also includes public street vacations and street dedications.

2.6.1 Specific Plan Amendment (P15-036)

The proposed Specific Plan Amendment (P15-036) would amend the land use buffer requirement specified in the MVIAP as it pertains to the Project site. MVIAP Section III, C.1, intends to provide a buffer between industrial and residential uses, without affecting the integrity of industrial land. The Specific Plan Amendment (SPA) proposes to reduce the minimum buffer distance specified in the MVIAP from 300 feet to 100 feet in order to provide a consistent setback with the distribution warehouse building already constructed immediately north of the Project site, and to add the requirement for a minimum 50-foot-wide enhanced landscaping zone within the 100-foot buffer area.

2.6.2 Tentative Parcel Map No. 36150 (PA15-0018)

Tentative Parcel Map No. 36150 (TPM No. 36150, PA15-0018) proposes to consolidate an approximately 74.1-gross-acre portion of the Project site into two (2) parcels as depicted on Figure 2-6, *Tentative Parcel Map No. 36150*. Proposed Parcel 1 would contain approximately 62.6 net acres and proposed Parcel 2 would contain approximately 6.9 net acres. In addition, TPM No. 36150 identifies areas of public road dedication and vacation, and the size and location of proposed utility infrastructure improvements.

A. Public Roadway Vacations, Dedications, and Improvements

The Project would dedicate land as public right-of-way to the City of Moreno Valley for the construction/widening of Krameria Avenue (0.02-acre), Indian Street (1.34 acres), Cosmos Street (1.23 acres), and Cardinal Avenue (0.01-acre). As part of the Project, two (2) roadway rights-of-way that were previously offered to the City of Moreno Valley but never constructed for public use are proposed to be vacated. The rights-of-way to be vacated are also known by the term "paper street" because the alignment exists only on maps, with no physical attributes constructed on the property. The "paper streets" to be vacated by the Project include 101 s.f. of Krameria Avenue and 0.46-acre of Cardinal Avenue.

The proposed Project would include frontage improvements to roadway rights of way abutting the Project site including: Indian Street, Krameria Avenue, Heacock Street, and Cardinal Avenue. In addition, the Project would construct the on-site cul-de-sac segment of Cosmos Street. Improvements would be consistent with City of Moreno Valley roadway standards.

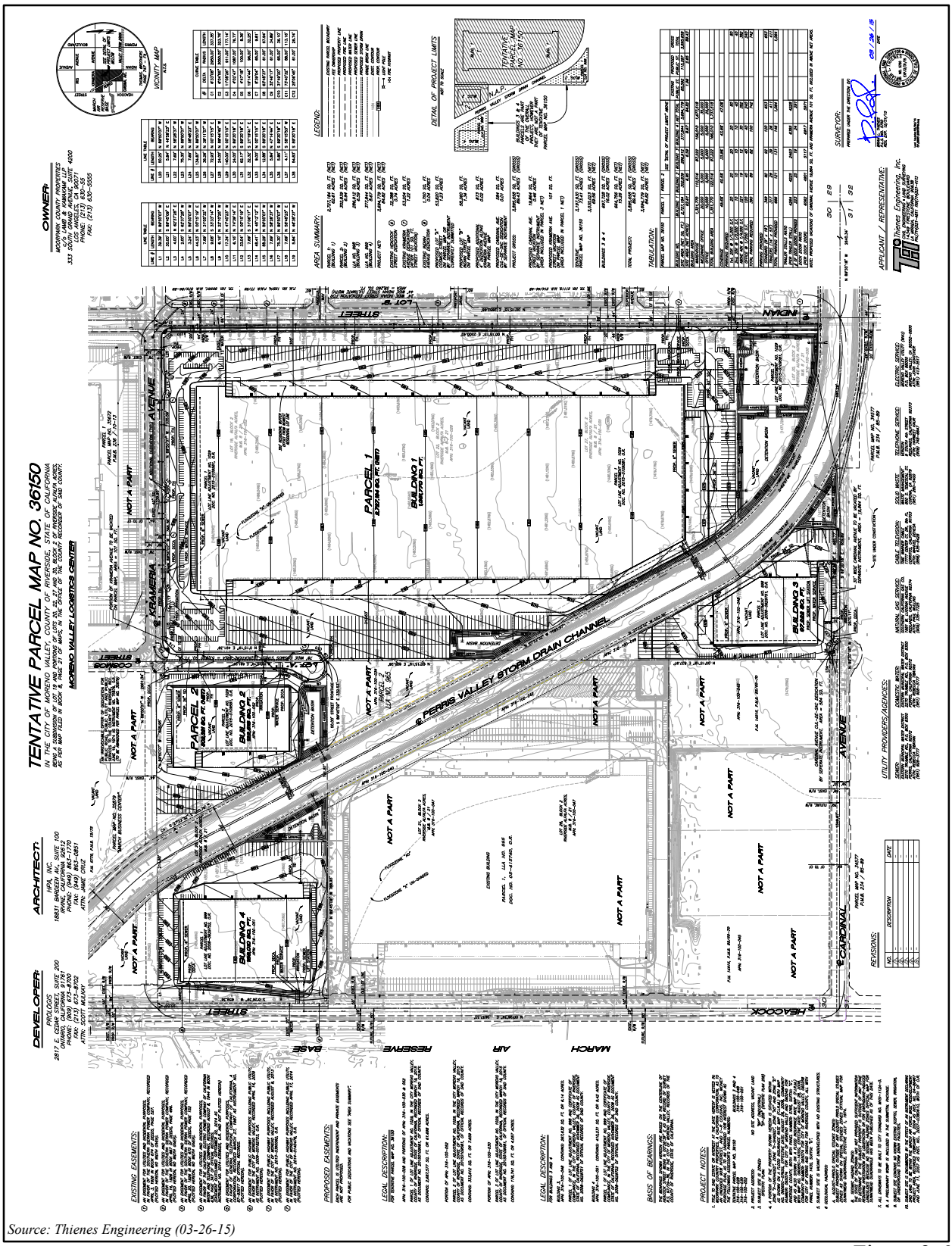
B. Utility Infrastructure Improvements

- ❑ Water Service Facilities

Water service would be provided to the Project by Eastern Municipal Water District (EMWD). The Project proposes numerous connection points to the existing water lines installed beneath Indian Street, Krameria Avenue, Heacock Street, and Cardinal Avenue for domestic, irrigation, and fire hydrant services. Additionally, the Project would construct an 18-inch diameter water line in the proposed on-site segment of Cosmos Avenue for the purposes of on-site domestic, irrigation, and fire hydrant water services. All proposed water facilities are required to be designed in accordance with EMWD standards.

- ❑ Wastewater Service Facilities

The Project would extend the existing sewer line installed beneath Heacock Street by approximately 90 feet from the north to provide sewer service to the northwest portion of the Project site and would construct a sewer line beneath Cardinal Avenue to provide sewer service to the southwest portion of the Project site. The Project also would install two private sewer lift stations on the northwest and southwest portions of the Project site to facilitate sewer service to the site. The eastern portion of the Project site would receive wastewater service via two proposed connections to the existing sewer line installed along the eastern edge of the Perris Valley Storm Drain Channel. All proposed wastewater facilities are required to be designed in accordance with EMWD standards.



Source: Thienes Engineering (03-26-15)

Figure 2-6

TENTATIVE PARCEL MAP NO. 36150

- Stormwater Drainage Plan

The Project's on-site drainage system would consist of underground storm drain pipes and water quality/detention basins. Stormwater flows would be captured by on-site storm drains and routed to one of six (6) proposed on-site water quality/detention basins before ultimately discharging from the site at one of four proposed outlets to the Perris Valley Storm Drain Channel, a regional storm drain facility that is designed by the Riverside County Flood Control and Water Conservation District (RCFCWCD) to collect and convey water discharged from properties in the Channel's drainage area. Runoff flows within Cosmos Street would be captured by a proposed system of storm drains within the street and then would be routed to existing storm drain facilities installed beneath Krameria Avenue.

The Project would install an off-site storm drain segment beneath the Krameria Avenue/Indian Street intersection to connect the existing storm drain line beneath Krameria Avenue to an existing open storm drain channel abutting the eastern edge of Indian Street. The Project also would install an off-site segment of storm drain beneath a portion of Indian Avenue to capture and convey stormwater runoff that originates within Indian Avenue south of Superior Avenue and discharge the captured flows into the Perris Valley Storm Drain Channel. Within the Perris Valley Storm Drain Channel, proposed improvements include the construction of outlet structures and headwalls at the four discharge points from the Project's on-site water quality/detention basins and the discharge point for the new off-site storm drain line beneath Indian Street (as described above). Rip-rap would be installed within the Perris Valley Channel at all proposed drainage outlets to preclude scour and erosion.

All proposed stormwater drainage improvements are required to be designed in accordance with Riverside County Flood Control and Water Conservation District (RCFCWCD) and City of Moreno Valley standards.

C. Earthwork and Grading

Grading would occur over the entire Project site. No area of the site would be left undisturbed. Proposed earthwork and grading activities would occur in two (2) phases and would involve 494,477 cubic yards of cut (including over-excavation) and 169,183 cubic yards of fill. Due to the proposed compaction of the over-excavated soils and expected soil subsidence and shrinkage as calculated by the Project's geotechnical engineer, proposed earthwork and grading activities are anticipated to balance and no import or export of soil would be required. When grading is complete, the Project site would have a slight, northwest-to-southeast slope. Proposed grading would not create manufactured slopes except around the proposed water/quality detention basins in the eastern portion of the site, where proposed slopes would measure up to five (5) feet in height with a maximum incline of 4:1.

2.6.3 Plot Plans PA15-0014, PA15-0015, PA15-0016, and PA15-0017

Four (4) individual Building Plot Plans are proposed as part of the Project. The individual Building Plots Plans provide site plans, including a detailed architectural and landscape design for Building 1 (PA15-0014), Building 2 (PA15-0015), Building 3 (PA15-0016), and Building 4 (PA15-0017). Plot Plans for Building 1 through Building 4 are presented in Figure 2-7 through Figure 2-10. Figure 2-11, *Moreno Valley Logistics Center Site Plan*, illustrates the relationship between the proposed on-site structures and improvements. The buildings are designed to range in size from approximately 97,222 s.f. to approximately 1,351,770 s.f. (for a total of 1,737,518 s.f.) with a minimum FAR of 0.34 and a maximum FAR of 0.50 (for an overall FAR of 0.47). At the time this IS was prepared, the future tenants of the Project site's buildings are unknown. The buildings are designed to accommodate warehouse distribution, e-logistics, fulfillment center, or light-industrial operator(s), and may accommodate up to approximately 174,000 s.f. of cold storage (i.e., refrigeration) in the event building tenants require cold storage.

The Project also includes an alternate site plan that would omit Building 2 and construct a 166-space truck trailer parking lot in its place. The alternative site plan would not involve any changes to the size, location, configuration, or design of proposed Buildings 1, 3, or 4. Under the alternate site plan, the total building area on the Project site would be 1,615,002 s.f. (for an overall FAR of 0.44).

A. Parking and Loading

Figure 2-7 through Figure 2-10 depict the proposed locations of parking spaces and loading bays (also called "docks") for each building. The number of parking spaces and loading bays proposed for each building are summarized as follows:

	Building 1	Building 2	Building 3	Building 4
Parking Spaces				
Automobile	349[1]	92	92	120
Truck Trailer	317[1]	29	39	26
Loading Bays				
Dock Doors	200	13	17	24

[1]The parking lot for Building 1 has the option to be striped to provide 472 automobile parking spaces and 242 truck trailer parking spaces, if required by the tenant(s) that occupy the structure.
Note: Under the alternative site plan, Building 2 would be replaced by a parking lot with 166 truck trailer spaces.

B. Architecture, Walls and Fences

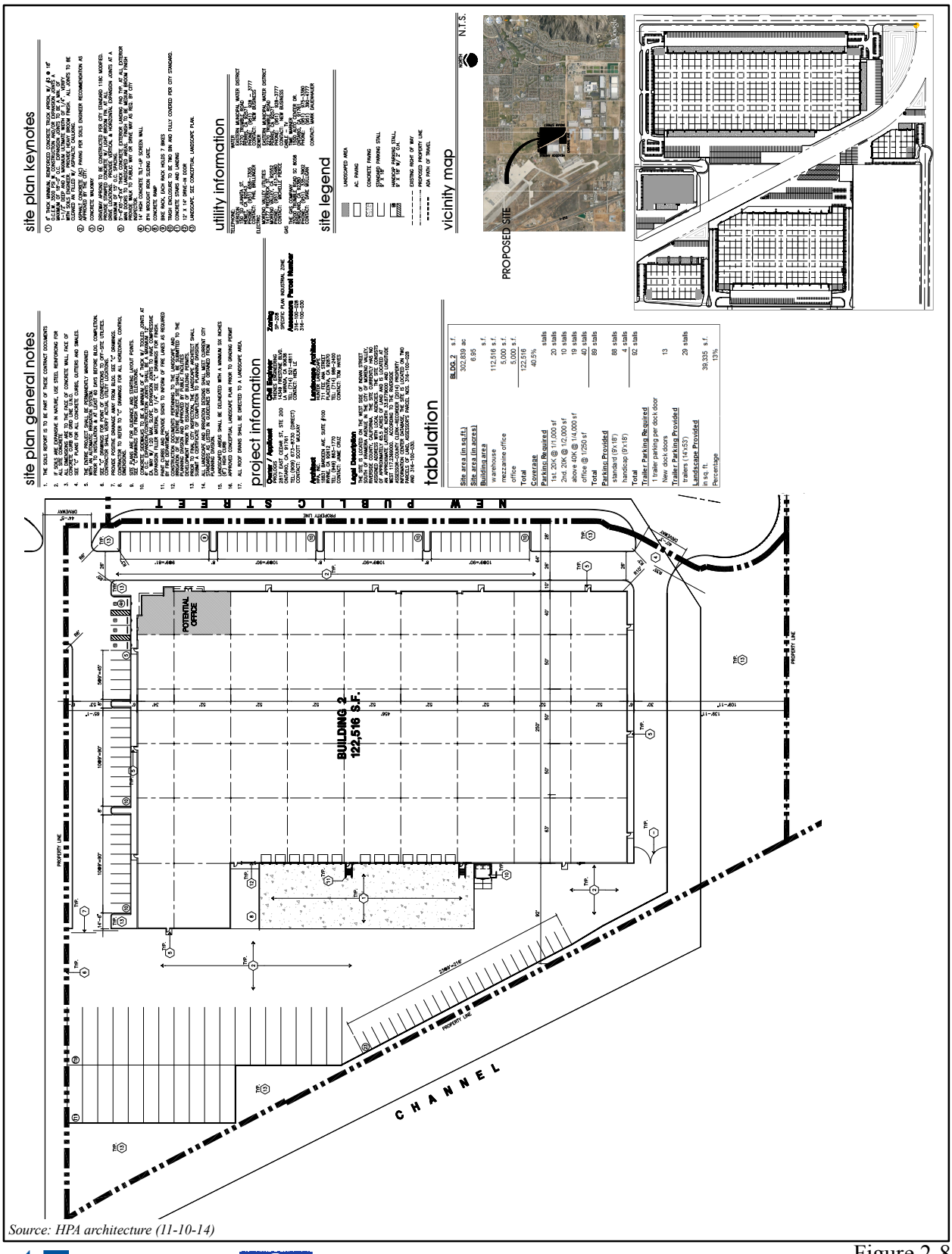
The proposed buildings would be constructed to a height of 45 feet above finished grade, with architectural projections up to 54 feet above finished grade. The buildings would be constructed with concrete tilt-up panels and low-reflective, green glass. Articulated building elements, including mullions and metal canopies, are proposed as decorative elements. The proposed exterior architectural color palette is comprised of various shades of gray, silver, white, and green. The interior of the proposed buildings are designed to provide a main floor, office spaces, and mezzanine. The buildings have the potential to be partitioned for multiple tenant use.

Source: HPA architecture (03-24-15)

Figure 2-7

NOT TO SCALE

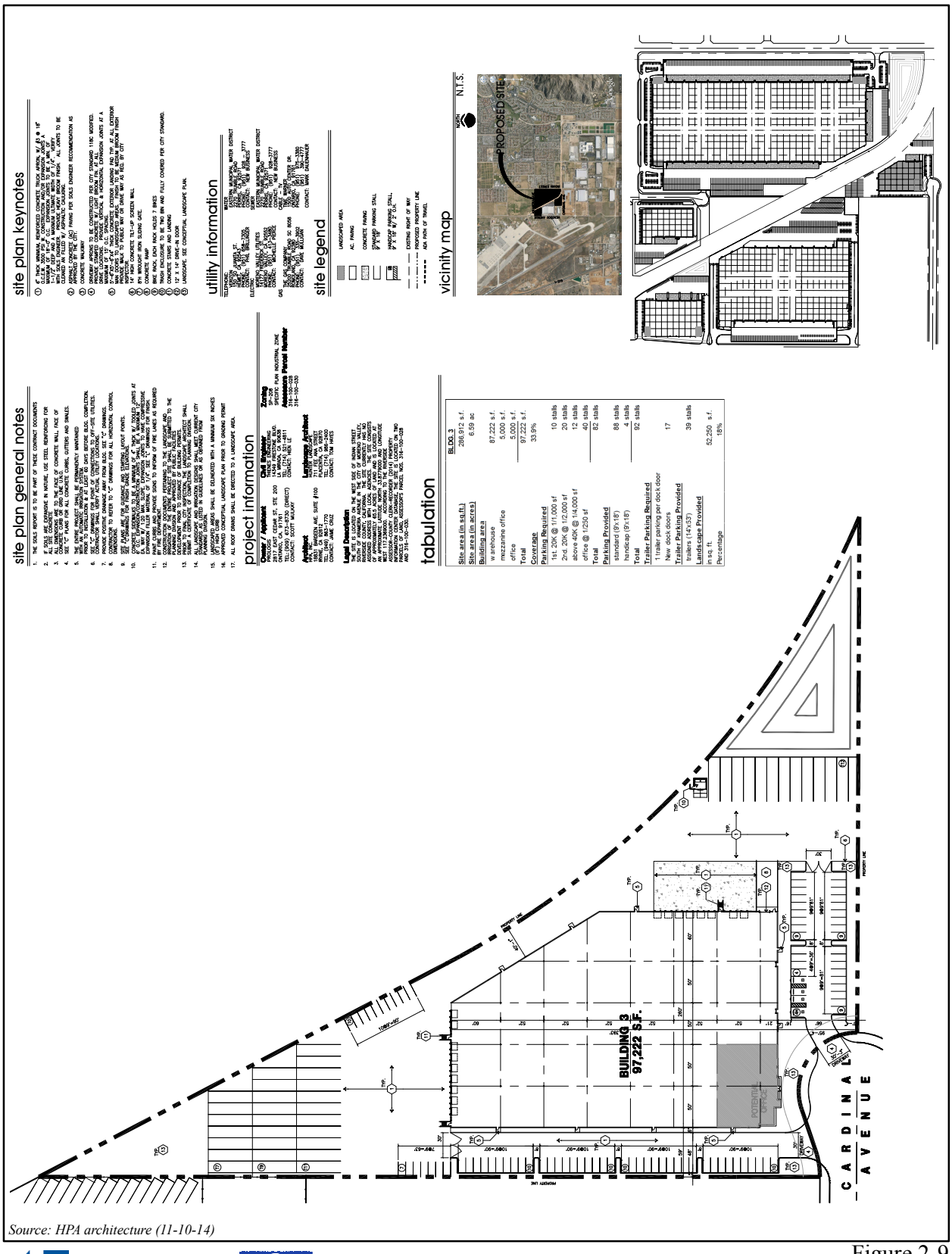
BUILDING 1 PLOT PLAN



Source: HPA architecture (11-10-14)

Figure 2-8

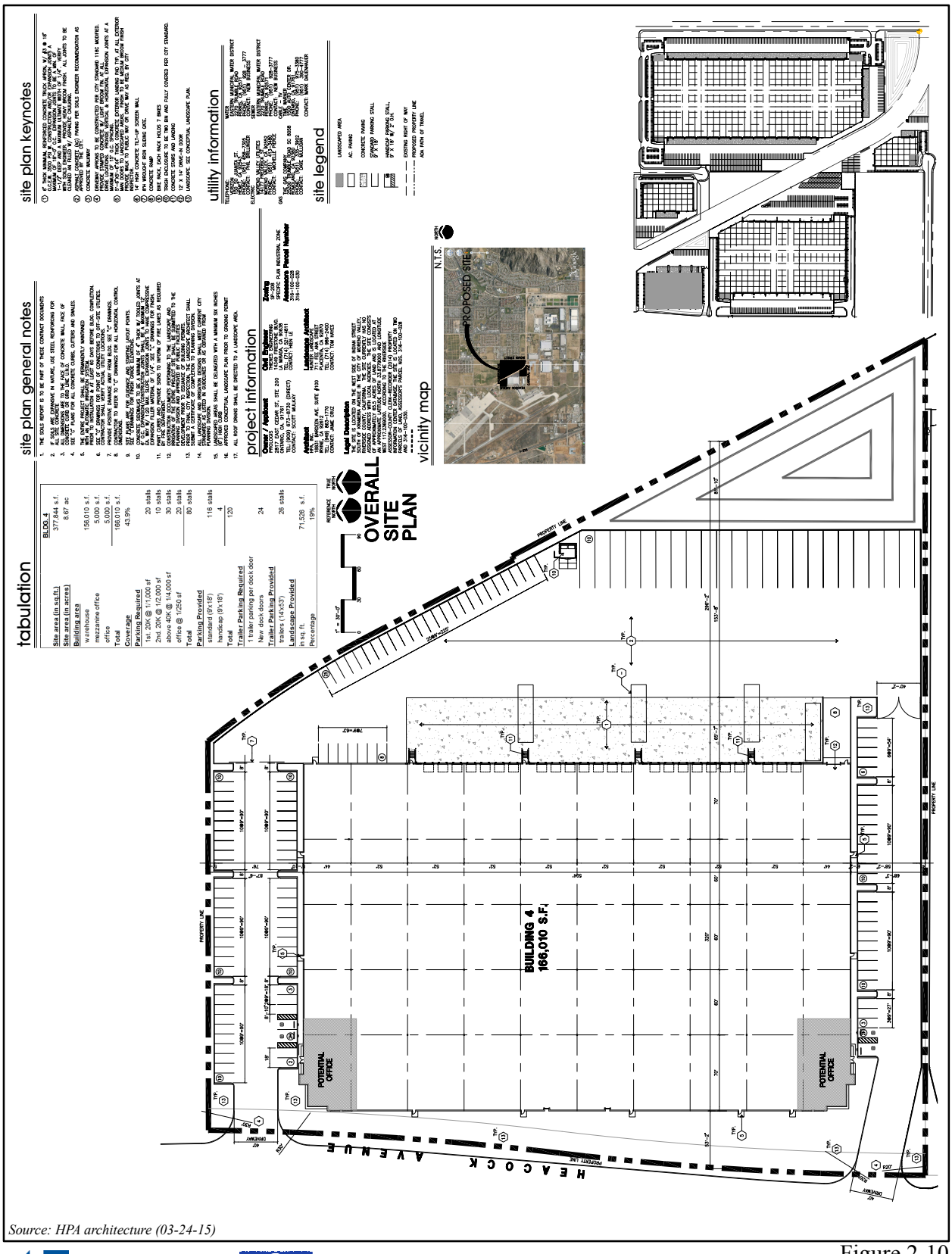
BUILDING 2 PLOT PLAN



Source: HPA architecture (11-10-14)

Figure 2-9

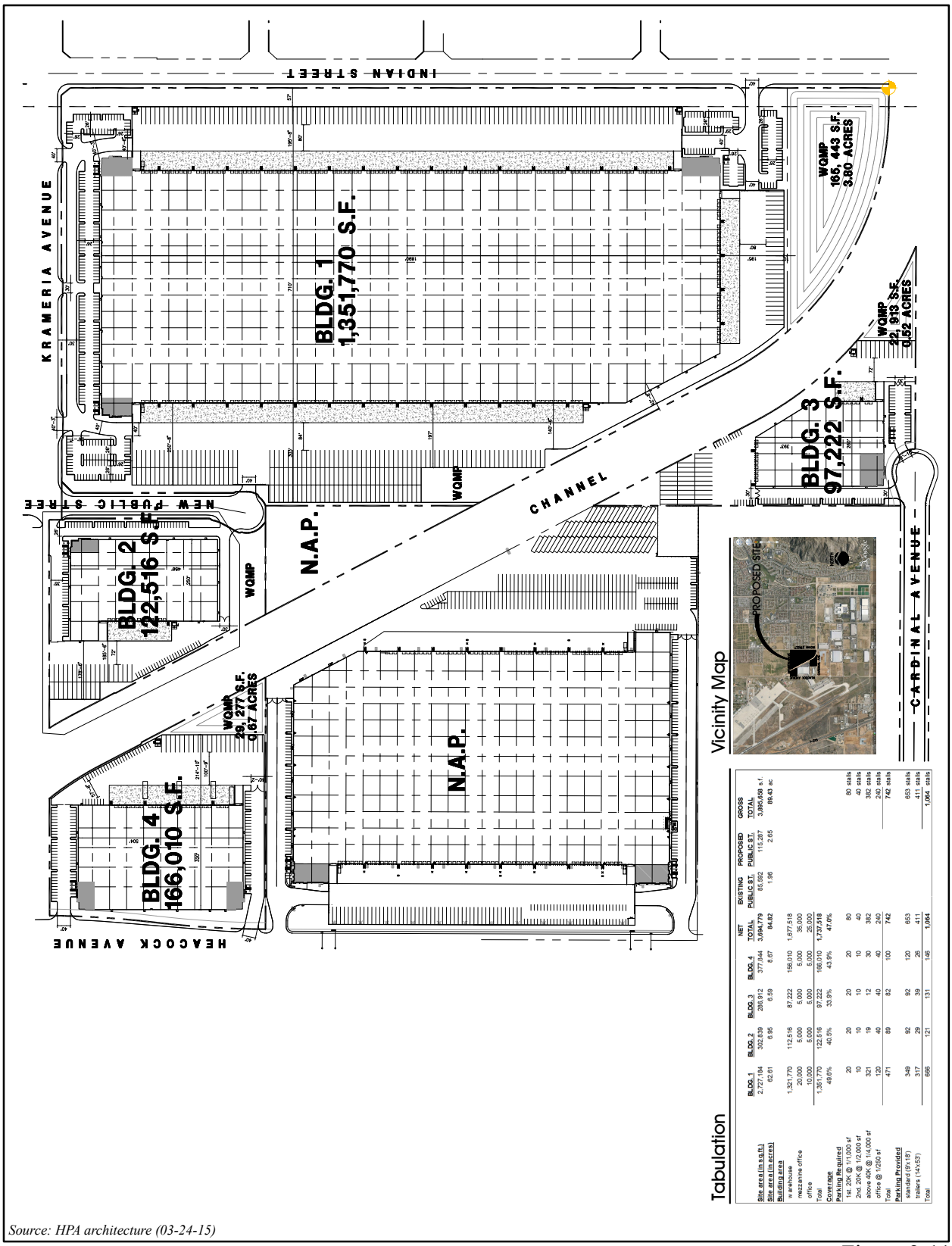
BUILDING 3 PLOT PLAN



Source: HPA architecture (03-24-15)

Figure 2-10

BUILDING 4 PLOT PLAN



	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	NET TOTAL	EXISTING PUBLIC S.T.	PROPOSED PUBLIC S.T.	GROSS TOTAL	
Site area (in sq.ft.)	2,727,184	302,839	285,912	377,944	3,694,779	85,592	115,287	3,895,658	s.f.
Site area (in acres)	62.61	6.95	6.59	8.67	84.82	1.96	2.65	89.43	ac
Building area									
warehouse	1,321,770	112,516	87,222	166,010	1,677,518				
mezzanine office	20,000	5,000	5,000	5,000	35,000				
office	10,000	5,000	5,000	5,000	25,000				
Total	1,351,770	122,516	97,222	166,010	1,737,518				
Coverage	49.6%	40.5%	33.9%	43.9%	47.0%				
Parking Required									
1st. 20K @ 1/1,000 sf	20	20	20	20	80			80	stalls
2nd. 20K @ 1/2,000 sf	10	10	10	10	40			40	stalls
above 40K @ 1/4,000 sf	321	19	12	30	382			382	stalls
office @ 1/250 sf	120	40	40	40	240			240	stalls
Total	471	89	82	100	742			742	stalls
Parking Provided									
trailers (10'x18')	349	92	92	120	653			653	stalls
trailers (14'x53')	317	29	39	26	411			411	stalls
Total	666	121	131	146	1,064			1,064	stalls

Source: HPA architecture (03-24-15)

NOT TO SCALE

Figure 2-11
MORENO VALLEY LOGISTICS CENTER SITE PLAN

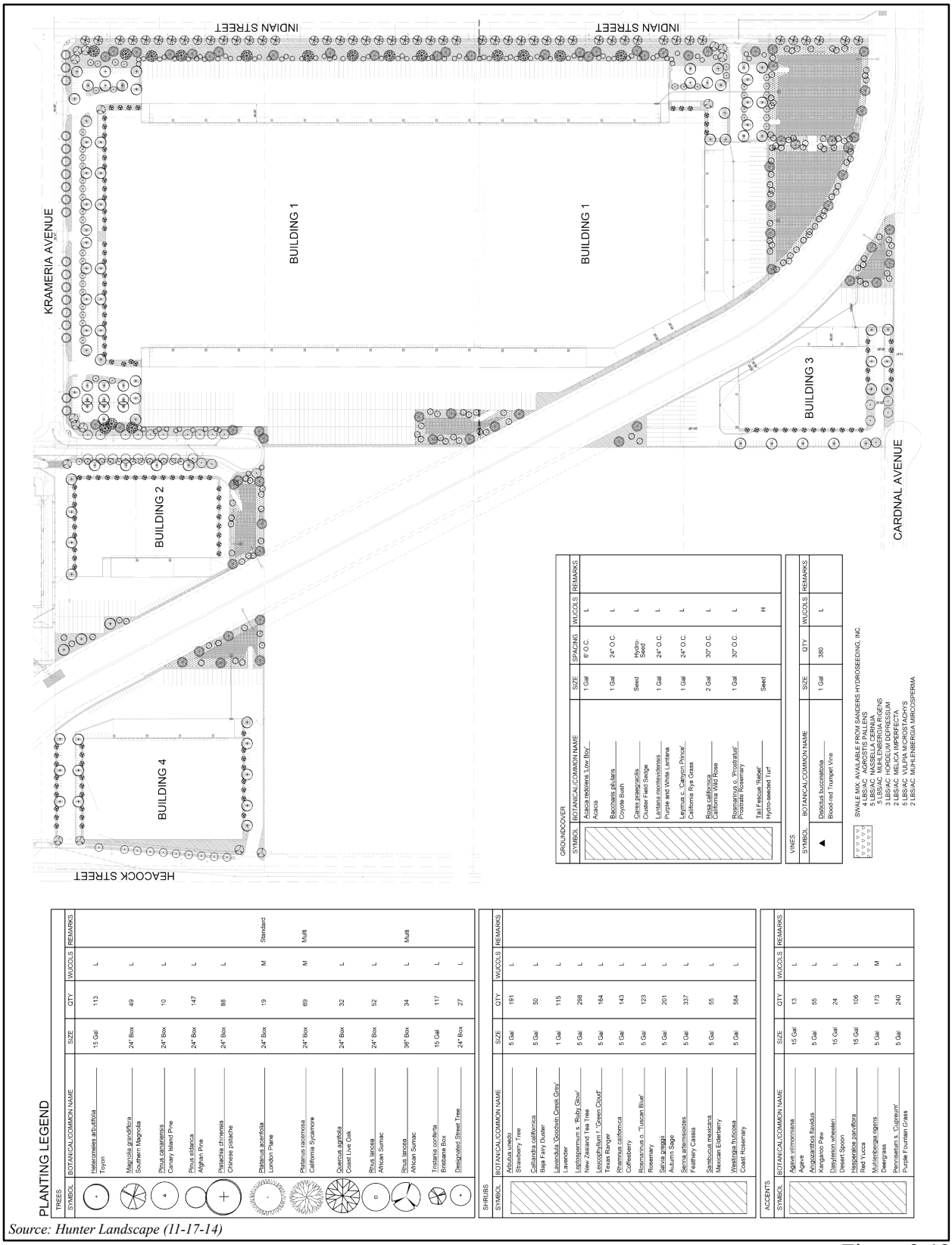
Solid concrete walls up to 14 feet in height would be installed at various locations throughout the Project site to screen truck parking and loading dock areas from public view. The concrete screen walls would be constructed with a finish and color that complements the color palette for proposed structures on the site. Access points into the loading dock and truck parking areas would include manually operated, eight (8)-foot tall tubular steel gates, equipped with Knox® padlocks to allow emergency vehicle access. Where fencing is provided to delineate property boundaries it would consist of the following: 8-foot high wrought iron fencing would be provided in areas visible from public viewing areas while 8-foot tall chain link fencing would be provided in areas not visible from public viewing areas.

C. Landscaping

Drought-tolerant trees, shrubs, and groundcovers are proposed to be planted along street frontages of Krameria Avenue, Indian Street, and Heacock Street (including landscaping within public rights-of-way). Flowering accent and shade trees along with clusters of shrub planting would be installed along the Project site boundaries for screening purposes. Landscaping also would occur at building entries, in and around automobile parking areas, in and around the site's water quality/detention basins, and along proposed screen walls. Landscaping is estimated to cover approximately 11.0% of the property (approximately 9.8 acres). Proposed landscaping would be ornamental in nature, except within water quality/detention basins where plant materials would be selected to serve water quality functions. The Project's conceptual landscaping plan is illustrated on Figure 2-12, *Conceptual Landscape Plan*.

2.7 Discretionary Actions

This IS addresses the potential environmental effects of the proposed Moreno Valley Logistics Center project, including all of the discretionary actions and approvals required to implement the Project, as well as subsequent construction and operational activities. As part of the proposed Project, the City of Moreno Valley will consider approval of a Specific Plan Amendment (P15-036), Tentative Parcel Map (PA15-0018), and four individual Building Plot Plan applications (PA15-0014, PA15-0015, PA15-0016, and PA15-0017). Additionally, permits and approvals may be required from other public entities, including, but not limited to, the Riverside County Airport Land Use Commission (ALUC), the Santa Ana Regional Water Quality Control Board (RWQCB), the United States Army Corps of Engineers (ACOE), the Riverside County Flood Control and Water Conservation District (RCFCWCD), and the Eastern Municipal Water District (EMWD).



Source: Hunter Landscape (11-17-14)

Figure 2-12

NOT TO SCALE

CONCEPTUAL LANDSCAPE PLAN

3.0 ENVIRONMENTAL CHECKLIST

INITIAL STUDY/
ENVIRONMENTAL CHECKLIST FORM
CITY OF MORENO VALLEY

1. **Project Title:** Moreno Valley Logistics Center (P15-036, PA15-0014, PA15-0015, PA15-0016, PA15-0017, and PA15-0018)

2. **Lead Agency Name and Address:** City of Moreno Valley Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552

3. **Contact Person and Phone Number:** Julia Descoteaux, Associate Planner, (951) 413-3209

4. **Project Location:** South of Krameria Avenue, north of Cardinal Avenue, east of Heacock Street and the March Air Reserve Base, and west of Indian Street.

5. **Project Sponsor's Name and Address:** Prologis L.P., 2817 E. Cedar St. Ste. 200, Ontario, CA 91761

6. **General Plan Designation:** Business Park/Light Industrial (BP)

7. **Zoning:** Moreno Valley Industrial Area Plan (Specific Plan No. 208) "Industrial"

8. **Description of the Project:** Refer to Section 2.0 of this Initial Study.

9. **Surrounding Land Uses and Setting:** The Project site is located in a portion of the City of Moreno Valley that is developing as a center for distribution warehousing, e-commerce, and light industrial land uses. The Project site is bordered by vacant, undeveloped land on the northwest and a large warehouse building on the northeast. The vacant, undeveloped land located northwest of the Project site is approved for future development as a warehouse distribution center (March Business Center). Located farther north of the Project site is Iris Avenue, undeveloped land, and residential development. The Project site is bordered on the south by partially developed Cardinal Avenue, a large warehouse building, and the Perris Valley Storm Drain Channel. Located farther south are a collection of warehouse distribution buildings, undeveloped lands that are designated for future industrial development, and small parcels that contain small commercial, industrial, or manufacturing structures. Immediately to the east of the Project site is Indian Street. East of Indian Street are single-family residential homes, with pockets of undeveloped land designated for future residential development. The Project site is bordered on the west by two large warehouse/industrial buildings and Heacock Street. West of Heacock Street is the March Air Reserve Base.

10. **Other public agencies whose approval is required:** Riverside County Airport Land Use Commission (Airport Land Use Plan Consistency Determination); Santa Ana Regional Water Quality Control Board (NPDES Permit); United States Army Corps of Engineers (Section 404 Permit); Riverside County Flood Control and Water Conservation District (Water Quality Management Permit and storm drain design), and Eastern Municipal Water District (domestic water and sewer system design).

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	■	Greenhouse Gas Emissions		Population/Housing
■	Agricultural Resources	■	Hazards & Hazardous Materials		Public Services
■	Air Quality	■	Hydrology/Water Quality		Recreation
■	Biological Resources	■	Land Use/Planning	■	Transportation/Traffic
■	Cultural Resources		Mineral Resources		Utilities/Service Systems
	Geology/Soils	■	Noise	■	Mandatory Findings of Significance

ENERGY CONSERVATION

Public Resources Code (PRC) Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Therefore, the State Resources Agency created Appendix F to the CEQA Guidelines. Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. Thus, the EIR also will address the topic of energy conservation.

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 "potential significant impact" 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 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.	

Signature 6/11/2015 Date

Julia Descoteaux, Associate Planner
Printed Name

Julia M. Descoteaux

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 may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less 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 "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other 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 Analysis 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 analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				■

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan Figure 7-2, Major Scenic Resources; On-site Inspection (2015))

The Project site is located within the City of 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, the Badlands to the east and the Mount Russell area to the south. According to General Plan Figure 7-2, *Major Scenic Resources*, the Project site is not located within a view corridor for the Box Springs Mountains, Reche Canyon, the Badlands, or Mount Russell. Accordingly, implementation of the proposed Project would not have a substantial effect on a scenic vista. Thus, no impact would occur and no further analysis is required on this subject.

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

Source: California Scenic Highway Program (Caltrans Mapping System); City of Moreno Valley General Plan Conservation Element; City of Moreno Valley General Plan Figure 7-2, Major Scenic Resources; Google Earth; On-site Inspection (2015))

The Project site is not located within or adjacent to a scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. There are no State-designated or eligible scenic highways within the City of Moreno Valley. The Project site is located approximately 6.0 miles north of Highway 74, which is the only facility within the Project vicinity that is designated as a State-eligible scenic highway. Additionally, the Project site is located approximately 4.2 miles south of State Route 60, which the City of Moreno Valley General Plan Figure 7-2 identifies as a "Scenic Route." Due to the distance and intervening topography and development, the Project would not be visible from State Highway 74 or State Route 60. Accordingly, the Project site is not located within a state scenic highway corridor and 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. Thus, no impact would occur and no further analysis is required on this subject.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	■			

(Source: Project Application Materials; On-site Inspection (2015); Moreno Valley Industrial Area Plan)

Implementation of the proposed Project would convert land that was previously vacant and undeveloped to a logistics center with four (4) large buildings and associated loading docks and parking spaces, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins. The Project site is located in a portion of the City of Moreno Valley that is developing as a center for distribution warehousing, e-commerce, and light industrial land uses. Under existing conditions, the Project site is surrounded to the north and south by a mixture of industrial warehouse buildings and a few undeveloped and underutilized parcels that are planned for future industrial development; to the west by March Air Reserve Base, and to the east by single-family residential homes.

Although the Project incorporates architectural features that would ensure that the proposed buildings would not be visually offensive and despite the fact that the proposed buildings would be compatible with the size, scale height and aesthetic qualities of other industrial buildings in the Project vicinity, because implementation of the proposed Project would change the property from undeveloped, vacant land to land that is developed with industrial uses, further analysis of the Project's potential to substantially degrade the existing visual character or quality of the site and its surroundings is required. Thus, the Project's potential to substantially degrade the existing visual character or quality of the site and its surroundings could be a potentially significant impact requiring further analysis in the required EIR.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	■			

(Source: Project Application Materials; Moreno Valley Industrial Area Plan; City of Moreno Municipal Code Chapter 9.08.100)

The Project site does not contain any artificial light sources or sources of glare under existing conditions. The proposed Project would include exterior lighting; however, the installation of exterior lighting would be ancillary to the proposed industrial buildings. The proposed Project would be required to adhere to the lighting requirements as set forth in the MVIAP and the City of Moreno Municipal Code. The MVIAP includes standards for lighting of property's within the MVIAP's boundaries as follows: "Exterior light fixtures shall be designed and placed so as not to provide light spillage on adjacent properties or public rights-of way." The use of "full cut off" fixtures should be used adjacent to the March Air Reserve Base to reduce nighttime lighting glare towards the flight line (Moreno Valley, 2002, pp. III-19). Additionally, City of Moreno Valley Municipal Code Chapter 9.08.100 establishes 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 (5) feet of any property line. Furthermore, the City's Municipal Code also specifies that exterior lighting associated with nonresidential uses 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 of Moreno Valley prior to issuance of building permits. Project compliance with the lighting requirements of the MVIAP and the City of Moreno Valley 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.

With respect to daytime glare impacts, the proposed Project would involve the construction of four (4) buildings with exterior building surfaces that consist of concrete tilt-up panels and low-reflective, green glass. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of any surrounding properties, including motorists on adjacent roadways, because the buildings would be surrounded along roadway perimeters with screen walls and/or landscaping. Additionally, areas proposed for window glazing would be limited, as shown on the Project's application materials. Solar panel arrays have the potential to be placed on portions of the building roofs. The installation of solar panels could cause glare impacts to adjacent properties, including the March Air Reserve Base. The potential for glare occurrence from solar panels would be minimal, because the angle of most roof mounted solar panels are directed into the sky and not at adjacent properties, and panels are absorptive, not reflective; regardless, the potential does exist for solar panels to create a new source of glare that could adversely affect views in the area. Accordingly, the potential for daytime and nighttime glare impacts is required to be studied in the required EIR.

II. AGRICULTURE 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. 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?				■

(Source: City of Moreno Valley General Plan FEIR Figure 5.8-1, Important Farmlands, California Department of Conservation, "Riverside County Important Farmland.")

According to City of Moreno Valley General Plan FEIR Figure 5.8-1, *Important Farmlands*, and mapping available from the California Department of Conservation Farmland Mapping & Monitoring Program (FMMP), the Project site contains lands classified as "Farmland of Local Importance." Accordingly, the Project site does not contain any lands mapped by the State Department of Conservation as Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the Project would not convert Prime

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Farmland, Unique Farmland or Farmland of Statewide Importance. Thus, no impact would occur to Prime Farmland, Unique Farmland or Farmland of Statewide Importance.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■

(Source: Moreno Valley Industrial Area Plan; Riverside County Land Information System (RCLIS); Moreno Valley Map Viewer)

No land within the City of Moreno Valley, including the Project site, is currently under a Williamson contract (City of Moreno Valley, 2006b, pp. 5.8-6). The Project site is zoned "Industrial" and surrounding land uses are zoned "Industrial" (areas to the north and south), "Residential (R5)" (areas to the east) and the March Air Reserve Base on the west. 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. As such, no impact would occur and no further analysis of this subject is required.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	■			

(Source: Moreno Valley Industrial Area Plan; Riverside County Land Information System (RCLIS); California Department of Conservation, Farmland Mapping and Monitoring Program)

As previously discussed under Item II(a), the Project site is classified as "Farmland of Local Importance" by the California Department of Conservation. The Project site is undeveloped and has been vacant or used for agricultural activities since at least 1938; however, there are no active agricultural uses on the subject property under existing conditions. Implementation of the Project would convert areas on the subject property classified as farmland (i.e., "Farmland of Local Importance") to non-agricultural use. Thus, the potential impacts resulting from the Project's conversion of farmland to non-agricultural use shall be fully analyzed in the EIR.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	■			

(Source: South Coast Air Quality Management District Final 2012 Air Quality Management Plan; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality)

The Project site is located in the South Coast Air Basin. Air quality within the South Coast Air Basin is regulated by the South Coast Air Quality Management District (SCAQMD). Standards for air quality are documented in the SCAQMD's Air Quality Management Plan (AQMP), adopted in December 2012. The proposed Project would result in the emission of pollutants into the Air Basin during short-term construction and long-term operational activities. The pollutant levels emitted by the Project's construction and operation have the potential to exceed the daily significance thresholds established by the SCAQMD, thereby potentially conflicting with or obstructing implementation of the SCAQMD's 2012 Air Quality Management Plan. As such, an air quality technical report shall be prepared and the required EIR shall evaluate the proposed Project's potential to conflict with the adopted SCAQMD's Air Quality Management Plan.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	■			

(Source: South Coast Air Quality Management District Final 2012 Air Quality Management Plan; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality)

Air quality within the South Coast Air Basin is regulated by the SCAQMD and standards for air quality are documented in the SCAQMD Air Quality Management Plan adopted in 2012. Development of the Project site as proposed by the Project has the potential to violate daily air pollutant emission significance thresholds established by the SCAQMD's Air Quality Management Plan, particularly related to Project construction and mobile source emissions associated with the Project's long-term operation. Accordingly, an air quality technical report shall be prepared and Project-related air emissions shall be modeled using the SCAQMD's California Emissions Estimator Model (CalEEMod). The purpose of this model is to estimate construction-source and operational-source air quality emissions for criteria pollutants from direct and indirect sources. The required EIR shall quantify the Project's expected pollutant levels and evaluate the proposed Project's potential to violate local air quality standards and/or contribute substantially to an existing or projected air quality violation.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■			

(Source: South Coast Air Quality Management District Final 2012 Air Quality Management Plan; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality)

The South Coast Air Basin is a non-attainment area for various state and federal air quality standards, including state and federal ozone standards (1-hour and 8-hour) and particulate matter standards (PM_{10} and $PM_{2.5}$). Development of the Project site as proposed by the Project could cumulatively contribute to a net increase of criteria pollutants in the region. Therefore, the required EIR shall address the Project's potential to result in a cumulatively considerable increase of pollutants for which the South Coast Air Basin is in non-attainment.

d) Expose sensitive receptors to substantial pollutant concentrations?	■			

(Source: South Coast Air Quality Management District Final 2012 Air Quality Management Plan; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality; Google Earth)

The Project does not propose any sensitive receptors or land uses that may be considered point source emitters; however, the Project has the potential to expose nearby sensitive receptors to diesel particulate matter emissions from mobile sources associated with the Project (*i.e.*, diesel-fueled vehicles and equipment). Diesel particulate matter dissipates greatly beyond approximately 1,000 feet from the source but there are sensitive receptors (e.g., single-family homes) located within 1,000 feet of the Project site and/or its primary truck route. Therefore, a diesel health risk assessment shall be prepared that evaluates impacts to maximum exposed sensitive receivers in the immediate vicinity of the Project site and its primary truck route. The health risk assessment also shall evaluate the proposed Project's potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards. This information shall be disclosed in the required EIR.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?			■	

(Source: Project Application Materials)

The Project could produce odors during proposed construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. In addition, construction activities on the Project site would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance. 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.

During long-term operation, the proposed Project site would contain a logistics center, the operating characteristics of which are not typically associated with objectionable odors. The temporary storage of refuse associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse is required to be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would be required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance, during long-term operation. As such, long-term operation of the proposed Project would not create objectionable odors affecting a substantial number of people.

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 Wildlife or U. S. Fish and Wildlife Service?	■			

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); On-Site Inspection (2015))

The Project site consists of undeveloped land that is routinely disturbed (i.e., disced) as part of weed abatement activities. Additionally, the Project site is transected by the Perris Valley Storm Drain Channel, an engineered storm drain channel, in a northwest to southeast direction. Although the Project site has been disturbed, the site has the potential to support sensitive species such as small mammals and migratory birds including the western burrowing owl. Because the Project site has the potential to contain species and/or habitat that supports species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service, the EIR shall evaluate the proposed Project's potential to impact candidate, sensitive, or special status species which may be present on the site. A qualified biologist shall evaluate the site's existing biological resources and determine the presence or absence of any sensitive species. The results of the biological resources assessment(s) shall be disclosed and evaluated in the required EIR.

b) Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	■			

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), On-Site Inspection (2015))

The Project site consists of disturbed land and does not contain any sensitive native vegetation. The Project site is transected by the Perris Valley Storm Drain Channel in a northwest to southeast direction and the Project would construct outlets within the Channel to release storm water runoff from the Project site. The Perris Valley Storm Drain Channel ultimately discharges to the Santa Ana River. Thus, there is the potential for the Project to affect riparian or other sensitive natural community identified in local or regional

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

plans, policies, regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service. A qualified biologist shall evaluate the Project's impact area to determine if the property contains riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service. The results of the biological resources assessment shall be disclosed and evaluated in the required EIR.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	■			

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), On-Site Inspection(2015))

The Project site consists of undeveloped land that is routinely disturbed (i.e., disced) as part of weed abatement activities. The Project proposes storm drain outlet structures that would connect to the Perris Valley Storm Drain Channel. The Perris Valley Storm Drain Channel is under the jurisdiction of the U.S. Army Corps of Engineers. Therefore, a qualified biologist shall evaluate the Project's potential to impact federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). The results of the biological resources assessment shall be disclosed and evaluated in the required EIR.

d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	■			

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), On-Site Inspection (2015))

The Project site is disturbed and does not support a diversity of native wildlife. Paved roads, fencing, and developed land surrounding the Project site block terrestrial wildlife movement from all directions. Wildlife movement corridors in western Riverside County and the City of Moreno Valley are addressed by the conservation requirements specified in the Western Riverside County MSHCP, and the Project site is not identified for conservation as part of the MSHCP. Accordingly, the site is not considered to be a wildlife movement corridor. Nonetheless, development of the Project site as proposed by the Project has some minimal potential to impact avian species that are protected by the federal Migratory Bird Treaty Act. The Project's potential to impact migratory birds during construction and long-term operation shall be evaluated in the required EIR.

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

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Google Earth: City of Moreno Valley Municipal Code Chapter 9.17.03)

The only applicable local ordinance protecting biological resources is the City's Landscape and Irrigation Design Standards ("Landscape Ordinance," Municipal Code Chapter 9.17.030). The Landscape Ordinance specifies requirements that would apply to projects that require the removal of existing mature trees. The Project site contains a few trees along Indian Street. As such, a discussion of the Landscape Ordinance shall be discussed in the required EIR. Additionally, as discussed above under Item IV(d) the Project site shall adhere to the policies of the MSHCP.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	■			

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP); City of Moreno Valley Municipal Code Title 3 Chapter 3.48 and Chapter 8.60; Riverside County Land Information System (RCLIS)

The Project site is subject to the provisions of the Western Riverside County MSHCP. The proposed Project will be required to comply with City of Moreno Valley Municipal Code Title 3, Chapter 3.48, "Western Riverside County Multiple Species Habitat Conservation Plan Fee Program," which requires a per-acre local development mitigation fee to implement the MSHCP. The Project site is not located within one of the targeted conservation cells of the MSHCP. The Project site is, however, subject to the survey and conservation requirements of MSHCP Section 6.3.2 (Species Survey Requirements), which requires the preparation of a habitat assessment for the western burrowing owl. Pursuant to Section 6.3.2 of the MHSCP, a burrowing owl site assessment shall be submitted for the Project site, and the findings of the site assessment shall be evaluated in the required EIR to determine the Project's consistency with the MSHCP.

The Project site also is located in the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). Impacts to SKR habitat throughout the HCP area are mitigated by complying with City of Moreno Valley Municipal Code Title 3, Chapter 8.60, which requires a per-acre local development mitigation fee pursuant to the City's adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and as established pursuant to Fee Resolution 89-92. Thus, the biological resources assessment shall also evaluate the presence or absence of SKR and its potential to occur on the Project site. The findings of the site assessment shall be evaluated in the required EIR to determine the Project's consistency with the MSHCP.

V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				■

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.10 – Cultural Resources)

The Project site is undeveloped and contains no developed features (i.e., structures). The Project site was not identified as containing a historic resource as part of the historic resource inventory that was conducted as part of the City of Moreno Valley General Plan FEIR, as depicted on FEIR Exhibit 5.10-1, *Locations of Listed Historic Resource Inventory Structures.* Accordingly, the Project has no potential to impact a historical resource as defined by CEQA.

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

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.10 – Cultural Resources)

According to the Moreno Valley General Plan FEIR, the subject property is not a part of any known Native American village complex. A majority of archaeological locations in the City of Moreno Valley are milling stations where bedrock metates (more or less flat grinding surfaces), commonly referred to as 'slicks,' and bedrock mortars are found. These locations "are generally situated around valley edges where suitable rock outcrops occur" (City of Moreno Valley, 2006b, pp. 5.10-6). Additionally, according to General Plan FEIR Figure 5.10-2, *Locations of Prehistoric Resources*, the Project site is not identified by the City of Moreno Valley as an identified location of prehistoric sites. The Project site is not located on a valley edge and does not contain any rock outcrops and, based on the information presented in the General Plan FEIR, does not have a high likelihood for the discovery of archaeological resources. However, a site-specific survey have never been conducted to evaluate the potential archaeological

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

sensitivity of the Project site. A site-specific cultural resources assessment shall be conducted by a professional archaeologist to determine likelihood for the presence/absence of archaeological resources to be located on or beneath the surface of the Project site. The results of the site-specific cultural resources assessment shall be disclosed in the required EIR.

During site excavation and/or grading activities that would occur on the property during Project construction activities, there is a potential to uncover resources buried beneath the surface of the site. The Project's potential to impact previously undiscovered archaeological resources beneath the surface of the site, which could result in an adverse change in the significance of the resources pursuant to California Code of Regulations §15064.5, shall be evaluated in the required EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■			

(Source: City of Moreno Valley General Plan Conservation Element; City of Moreno Valley General Plan FEIR, Chapter 5.10 – Cultural Resources; County of Riverside General Plan)

The Project site is not known to contain unique geologic features. The Project site is identified by the City's General Plan FEIR Exhibit 5-10-3, *Paleontological Resource Sensitive Area*s, as having a "Low Potential" to contain unique paleontological resources but is identified by the County of Riverside General Plan as having a "high" potential to contain paleontological resources. During site excavation and/or grading activities that would occur on the property during Project construction activities, there is a potential to uncover fossils that may be buried beneath the surface of the site. Thus, the Project's potential to impact previously undiscovered paleontological resources beneath the surface of the site shall be evaluated in the required EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?			■	

(Source: Project Application Materials; On-Site Inspection (2015))

The Project site does not contain a known cemetery. While not anticipated, in the unlikely event that human remains are discovered during Project grading or other ground disturbing activities, the Project would be required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated and ensure that potential impacts are less than significant. No further analysis is required on this subject.

VI. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				■

(Source: City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils, California Department of Conservation "Alquist-Priolo Earthquake Fault Zone Maps,"; United States Geological Survey Earthquake Hazards Program; "Geotechnical Investigation Proposed Moreno Valley Logistics Center" prepared by Southern California Geotechnical, dated March 24, 2015)

No known earthquake faults are located on the Project site (United States Geological Survey 2010, California Department of Conservation 2010), and the nearest mapped fault is located approximately 10.0 miles east of the Project site as mapped on City Moreno Valley General Plan FEIR Figure 5.6-2, *Seismic Hazards.* Because there are no faults located on the Project site, there is no potential that the proposed Project could expose people or structures to substantial adverse effects, including the risk of loss, injury or death involving ground rupture. Thus, no impact would occur and no further analysis of this subject is required.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(ii) Strong seismic ground shaking?			■	

(Source: City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils; Geotechnical Investigation Proposed Moreno Valley Logistics Center" prepared by Southern California Geotechnical, dated March 24, 2015)

The Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the proposed Project. As a mandatory condition of Project approval, the Project would be required to construct the proposed warehouse building 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 earthquake conditions. In addition, the CBSC (Chapter 18) and the City of San Bernardino Building Code (Chapter 8.21) require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and implement the site-specific recommendations contained therein to preclude adverse effects involving unstable soils and strong seismic ground-shaking, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems. The Project has prepared such a report, which is on file with the City of Moreno Valley, and the City would condition the Project to comply with the site-specific ground preparation and construction recommendations contained in this report. With mandatory compliance with these standard and site-specific design and construction measures, potential impacts related to seismic ground shaking would be less than significant. As such, the Project would not expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking. Impacts would be less-than-significant.

(iii) Seismic-related ground failure, including liquefaction?			■	

(Source: City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils; "Geotechnical Investigation Proposed Moreno Valley Logistics Center" prepared by Southern California Geotechnical, dated March 24, 2015: Riverside County Land Information System)

According to General Plan FEIR Figure 5.6-2 *Seismic Hazards*, the Project site is not located in an area with the potential for liquefaction. Also, according to Riverside County Land Information System (RCLIS), the property is located within a zone of low liquefaction susceptibility. Additionally, the geotechnical investigation prepared for the property concludes that based on observed subsurface conditions, liquefaction is not considered a design concern for the proposed Project (SoCalGeo, 2015, p. 11). The City of Moreno Valley will 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. Furthermore, the Project would be required to comply with the site-specific grading and construction recommendations contained within the Project's geotechnical report (on file with the City of Moreno Valley), which the City would impose as a standard condition of Project approval, to further reduce the risk of seismic-related ground failure due to liquefaction. Thus, the Project's impacts to expose 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 and no further analysis of this subject is required.

(iv) Landslides?			■	

(Source: On-site Inspection (2015), Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils; Geotechnical Investigation Proposed Moreno Valley Logistics Center" prepared by Southern California Geotechnical, dated March 24, 2015)

The Project site is relatively flat with an elevation range from 1,497 AMSL at its northern boundary and 1,468 AMSL at the property's lowest point at the southeast corner of the property. Also, there are no hillside or steep slopes on or in the vicinity of the Project site. Accordingly, the Project site is located in an area with a low potential for landslides. When grading is complete, the

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Project site would have a slight, northwest-to-southeast slope; the highest point of the site would be approximately 1,493 AMSL at the northwest corner of the site and would slope downward to an elevation of approximately 1,476 AMSL in the southeast portion of the Project site. Proposed grading would not create manufactured slopes except around the proposed water/quality detention basins in the eastern portion of the site, where proposed slopes would measure up to five (5) feet in height with a maximum incline of 4:1. Thus, development of the proposed Project would not expose people or structures to potential substantial adverse effects from landslides and a less than significant impact would occur. No further analysis of this subject is required.

(b) Result in substantial soil erosion or the loss of topsoil?			■	

(Source: On-site Inspection (2015), Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils; Geotechnical Investigation Proposed Moreno Valley Logistics Center" prepared by Southern California Geotechnical, dated March 24, 2015)

Development of the Project site as proposed by the Project would disturb the site during grading and construction and expose the underlying soils, which would temporarily increase erosion susceptibility. Based on the granular content of the existing on-site soils, some of the on-site soils may be susceptible to erosion during construction (SoCalGeo, 2015, p. 16). In the long-term, development of the subject property would increase the extent of impervious surface cover and landscaping on the Project site, thereby reducing the potential for erosion and loss of topsoil. The Project would be required to adhere to standard regulatory requirements, including, but not limited to, requirements imposed by the City of Moreno Valley's National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (State Water Resources Control Board Order No. 99-08-DWQ) and a Project-specific Water Quality Management Plan (WQMP) that includes Best Management Practices (BMPs) to minimize water pollutants including sedimentation in stormwater runoff. With mandatory compliance with the City of Moreno Valley's NPDES Municipal Stormwater Permit and the Project's WQMP, the Project's potential to result in substantial soil erosion of the loss of topsoil would be less than significant and no further analysis of this subject is required.

(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?			■	

(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils; Geotechnical Investigation Proposed Moreno Valley Logistics Center" prepared by Southern California Geotechnical, dated March 24, 2015)

Under existing conditions, native alluvial soils underlie the subject property. The alluvial soils generally consist of very stiff to hard sandy clays, clayey silts and silty clays as well as medium dense to very dense sands, silty sands and clayey sands extending to 30± feet (SoCalGeo, 2015, p. 6). The native alluvial soils at depths of 2 to 4 feet possess generally lower strengths than the native alluvial soils at greater depths. The native soils at depths of 2 to 4 feet also possess significant collapse potential and moderate susceptibility to load-induced consolidation, under existing conditions. Additionally, numerous samples of the near surface clayey soils are dry and possess a moderate potential for swelling and soil heave when exposed to cyclical wetting and drying, under existing conditions. (SoCalGeo, 2015, pp. 11-12)

However, the Project's geotechnical report (on file with the City of Moreno Valley) indicates that the site's shrinkage/swelling, subsidence and settlement potential would be attenuated through the proposed removal of near surface soils down to competent materials and replacement with properly compacted fill, which is included as a recommendation in the Project's geotechnical report (SoCalGeo, 2015, pp. 10-24). Through standard conditions of approval, the proposed Project would be required by the City to incorporate the recommendations contained within the Project geotechnical report into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with soil shrinkage/subsidence and collapse.

As discussed in Item IV (a), (iii) and (iv), development of the property as proposed by the Project would result in a less than

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

significant impact involving ground failure, including liquefaction, and a less than significant impact involving landslides.

(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			■	

(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils; Geotechnical Investigation Proposed Moreno Valley Logistics Center" prepared by Southern California Geotechnical, dated March 24, 2015)

The near surface soils on the property generally consist of sandy clays, silty clays, and clayey sands (SoCalGeo, 2015, p. 12). As determined by Southern California Geotechnical, the near surface on-site soils are determined to possess a low-to-medium expansion potential (Expansion Index ranging from 0 to 66) (SoCalGeo, 2015, p. 9). The Project's geotechnical report (on file with the City of Moreno Valley) indicates that expansive soils on the subject property would be attenuated through soil moisture conditioning during grading activities, which is included as a recommendation in the Project's geotechnical report (SoCalGeo, 2015, p. 16). Through standard conditions of approval, the proposed Project would be required by the City to incorporate the recommendations contained within the Project geotechnical report into the grading plan for the Project. As such, implementation of the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property.

[Note: Item VI.d is based on Appendix G of the CEQA Guidelines and references Table 18-1-B of the 1994 Uniform Building Code (UBC). This Table no longer exists. The Building Code currently in effect, the 2013 CBC, references ASTM D-4829, a standard procedure for testing and evaluating the expansion index (or expansion potential) of soils established by ASTM International, which was formerly known as the American Society for Testing and Materials (ASTM).]

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■

(Source: Project Application Materials)

Wastewater service is available to the Project area under existing conditions via an existing 8-inch diameter sewer line in Heacock Street and via an existing 30-inch diameter sewer line along the eastern edge of the Perris Valley Storm Drain Channel. The proposed Project would not install septic tanks or alternative wastewater disposal systems on the Project site. Accordingly, no impact would occur.

VII. GREENHOUSE GAS EMISSIONS. Would this project?

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■			

(Source: Project Application Materials; California Assembly Bill 32 (2006))

Greenhouse gas (GHG) emissions associated with the proposed Project would primarily be associated with Project-related traffic. In addition, Project-related construction activities, energy consumption, water consumption, and solid waste generation also would contribute to the Project's overall generation of GHGs. The City of Moreno Valley has not adopted any numerical thresholds of significance for GHG emissions. Significance of the proposed Project's GHG impacts will be based on compliance with Assembly Bill 32 (AB 32, 2006). AB 32 establishes goals for the statewide reduction of GHG emissions. On October 9, 2012, the Moreno Valley City Council approved an *Energy Efficiency and Climate Action Strategy* document that identifies potential programs and policies to reduce overall City energy consumption and increase the use of renewable energy. The majority of the policies are directed at municipal operations of the City, but the document also contains recommended policies for the community at large (including private development projects). The overall goal of the *Energy Efficiency and Climate Action Strategy* is to ensure that the City is consistent with and would not otherwise conflict with the provisions of AB 32. Thus, consistency with AB 32 is the

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

appropriate significance threshold to apply to evaluate Project consistency. Due to the Project's potential to emit GHGs, a Project-specific GHG emissions report shall be prepared for the Project. The results of the GHG emissions report shall be disclosed in the required EIR.

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

(Source: Project Application Materials; California Assembly Bill 32 (2006))

AB 32 is the primary plan, policy or regulation adopted in the State of California to reduce GHG emissions, and the proposed Project would have a significant impact related to GHG emissions if it does not comply with the reduction goals developed under AB 32. As noted above under the discussion of Item VII (a), a Project-specific GHG emissions report shall be prepared to determine whether the Project would be consistent with the GHG reduction goals established by AB 32. The required EIR shall document the findings of the Project-specific GHG emissions report and shall evaluate the Project for consistency with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions.

VIII. 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?	■			

(Source: Project Application Materials; Moreno Valley Industrial Area Plan)

The Project site consists of vacant undeveloped land that is routinely disturbed (i.e., disced) and does not contain any structures. Because the Project site is vacant and undeveloped under existing conditions, no substantial hazards or hazardous materials are expected to occur; regardless, a site-specific environmental assessment technical report shall be prepared for the proposed Project to determine the presence or absence of hazardous materials on the Project site, including the potential for the Project site to be impacted by a contaminated groundwater plume originating from March Air Reserve Base. The results of the site-specific technical report shall be disclosed and evaluated in the required EIR.

During construction of the proposed Project, a limited amount of hazardous materials would be transported to, stored, and used on the property (fuel, paint, etc.), that are typical in a construction operation and do not create a significant hazard to the public or environment.

The specific businesses or tenants that will occupy the Project's proposed buildings are not known at this time. The Project site is located within the MVIAP, and is designated for "Industrial" land uses. Based on the list of land uses permitted in the MVIAP's Industrial zone, it is possible that hazardous materials could be used during the course of daily operations, including the storage and use of refrigerant that may be used on-site (in the event that cold storage is provided on-site). The Project's potential to create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials during long-term operation shall be fully analyzed in the required EIR.

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?	■			

(Source: Project Application Materials; Moreno Valley Industrial Area Plan)

See response to Item VIII(a), above.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				■

(Source: Project Application Materials; Google Earth, City of Moreno Valley General Plan FEIR Section 5.13-Public Services and Utilities)

No existing or proposed schools occur within one-quarter mile of the Project site. The nearest school sites to the Project site are Rainbow Ridge Elementary School, located at 15950 Indian Street, approximately 0.60-mile north of the Project site and Morning Dove Christian School, located at 25065 Morning Dove Way, approximately 0.60-mile east of the Project site. Accordingly, the proposed Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur and no further analysis of this subject is required.

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?				■

(Source: Project Application Materials; Moreno Valley Industrial Area Plan; City of Moreno Valley General Plan FEIR Section 5.5 Hazards; California Environmental Protection Agency (CalEPA); California Department of Toxic Substance Control)

The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Accordingly, no impact 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 for people residing or working in the project area?			■	

(Source: City of Moreno Valley General Plan Safety Element Figure 6-5, Air Crash Hazards, City of Moreno Valley General Plan FEIR, Chapter 5.5 – Hazards; March ARB/Inland Port Airport Joint Land Use Study)

The Project site is located adjacent to and east of the March Air Reserve Base. According to City of Moreno Valley General Plan FEIR Figure 5.5-3, *City Areas Affected by Aircraft Hazard Zones*, and March Air Reserve Base/Inland Port Land Use Study, Exhibit 2-14, *Accident Potential Zones*, the Project site is not located within an Accident Potential Zone or "Clear Zone" (i.e., high risk areas 3,000 feet from each end of the runway). Thus, because the Project site is not located in an area identified as an Accident Potential Zone or a Clear Zone, implementation of the proposed Project would not result in a safety hazard for people living or working on the Project area and impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				■

(Source: City of Moreno Valley General Plan Safety Element; City of Moreno Valley General Plan FEIR, Chapter 5.5 – Hazards; Google Earth)

There are no private airfields or airstrips in the vicinity of the Project site. Thus, there is no potential for the implementation of the Project to result in a safety hazard for people residing or working in the Project area. No impact would occur and no further analysis of this subject is required.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	

(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.5 – Hazards)

The Project site does not contain any 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 Project would not interfere with an adopted emergency response or evacuation plan, impacts would be less than significant and no further analysis of this subject is required.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				■

(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR Section 5-5, Hazards; On-Site Inspection (2015))

According to City of Moreno Valley General Plan FEIR figure 5.5-2, *Floodplains and High Fire Hazard Areas*, the Project site is not located in an area of substantial or high fire risk. The Project site is located in an area that has been largely developed, with the March Air Reserve Base located to the west of the Project site. No wildlands are located on or adjacent to the Project site and the Project site is largely devoid of vegetation and surrounded on all sides by developed properties, paved roads, maintained sites, and/or the Perris Valley Storm Drain Channel. Thus, 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 impact would occur and no further analysis of this subject is required.

IX. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements?	■			

(Source: Project Application Materials, City of Moreno Valley General Plan FEIR, Chapter 5.7 – Hydrology/Water Quality)

The California Porter-Cologne Water Quality Control Act (Section 13000 ("Water Quality") et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act (CWA)) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Construction of the Project would involve grading, paving, utility installation, building construction, and landscaping installation, which 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. Long-term operation of the Project site with land uses allowed within the MVIAP's "Industrial" zone are anticipated to generate storm water pollutants such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. The Project's potential to violate any water quality standards or waste discharge requirements during short-term construction and/or long-term operational activities shall be fully analyzed in the required EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			■	

(Source: Project Application Materials, City of Moreno Valley General Plan FEIR-Section 5.7 – Hydrology/Water Quality)

As depicted on City of Moreno Valley General Plan FEIR Figure 5.7-2, *Groundwater Basins,* the Project site is located within the

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Perris North Groundwater Basin. There are few domestic uses for groundwater within the City, due to salinity/water quality issues, and the City primarily relies on imported water from EMWD for its domestic water supply. The Project does not propose the installation of any water wells that would directly extract groundwater; however, the increase in impervious surface cover that would occur with development of the site could reduce the amount of water percolating down into the underground aquifer that underlies the Project site and a majority of the City. However, and as noted in the City's General Plan EIR (City of Moreno Valley, 2006b, pp. 5.7-12), "the impact of an incremental reduction in groundwater would not be significant as domestic water supplies are not reliant on groundwater as a primary source." Additionally, water captured by the proposed Project's water quality/detention basins and landscaped areas would have the opportunity to percolate into the ground. With buildout of the Project, the local groundwater levels would not be adversely affected. Therefore, impacts to groundwater supplies and recharge would be less than significant, and no further analysis is required on this subject.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	■			

(Source: Project Application Materials)

Construction of the proposed Project would involve mass grading of the site which would change the site's existing ground contours and alter the site's existing drainage pattern. Upon buildout of the Project, stormwater runoff from all portions of the Project site except for Cosmos Street would be captured by on-site storm drains and routed to one of six (6) on-site water quality/detention basins. Runoff flows within Cosmos Street would be captured by a proposed on-site system of storm drains that would be routed to existing storm drain facilities installed beneath Krameria Avenue. All Project runoff flows would ultimately be discharged to the Perris Valley Storm Drain Channel similar to existing conditions. The required EIR shall evaluate whether proposed alterations to the site's existing drainage pattern would result in substantial erosion or siltation on- or off-site.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or surface runoff in a manner which would result in flooding on- or off site?	■			

(Source: Project Application Materials)

As described above under Item IX(c), mass grading of the site would alter the existing drainage pattern of the site. A site-specific hydrology study shall be prepared to evaluate whether the proposed alterations to the site's existing drainage pattern would substantially increase the rate or amount of runoff leaving the subject property and, should such an increase occur, whether or not flooding would occur on- or off-site. The findings of the site-specific hydrology study shall be disclosed in the EIR.

e) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	■			

(Source: Project Application Materials)

Refer to Items IX(a), (c), and (d), above.

f) Otherwise substantially degrade water quality?	■			

(Source: Project Application Materials)

Refer to Items IX(a), (c), and (d), above.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■

(Source: Project Application Materials, City of Moreno Valley General Plan FEIR Section 5.5- Hazards; Federal Emergency Management Agency (FEMA) Flood Map Service Center (online))

The Project consists of the construction and operation of a logistics center and does not propose any housing. Because the Project does not propose housing, there is no potential for the Project to place housing within a 100-year floodplain. Thus, no impact would occur and no further analysis of this subject is required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	■			

(Source: Project Application Materials, City of Moreno Valley General Plan FEIR Section 5.5 - Hazards; Federal Emergency Management Agency (FEMA) Flood Map Service Center (online))

According to City of Moreno Valley General Plan FEIR Figure 5.5-2, *Floodplains and High Fire Hazards Area*s, portions of the Project site are located within a 100-year floodplain. Also, according to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the western and eastern portions of the Project site are located within Flood Zone "X (Shaded)" which corresponds to areas with low-to-moderate flood hazards (i.e., greater than 0.2% annual chance of flood) while the central portion of the Project site is located within Flood Zone "AO (Depth 1')" which is subject to flooding during the 100-year storm event at depths less than one-foot (1'). Accordingly, the Project has the potential to place within a 100-year flood hazard structures that would impede or redirect flows. Thus, the Project's potential to impede or redirect flood flows shall be fully analyzed in the required EIR.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			■	

(Source: Project Application Materials, City of Moreno Valley General Plan FEIR Section 5.5 – Hazards)

The nearest dam to the Project site is Lake Perris, located approximately 2.5 miles southeast of the Project site. According to City of Moreno Valley General Plan FEIR Figure 5.5-2, *Floodplains and High Fire Hazard Areas*, the Project site is not located in an identified dam inundation area. The Perris Valley Storm Drain Channel, a Riverside County Flood facility that transects the Project site in a northwest to southeast direction is not considered a levee and no levees occur in the Project vicinity. Accordingly, impacts would be less than significant and no further analysis of this subject is required.

j) Inundation by seiche, tsunami, or mudflow?				■

(Source: Project Application Materials, City of Moreno Valley General Plan FEIR Section 5.5 – Hazards: Google Earth)

The Pacific Ocean is located more than 40 miles from the Project site; consequently there is no potential for tsunamis to impact the Project site. In addition, the Project site and immediate surrounding area do not contain steep hillsides subject to mudflow. The nearest water body to the Project site is Lake Perris which is located approximately 2.5 miles southeast and downstream of the Project site. Due to the distance from Lake Perris to the Project site and the topographic characteristics of the area, a seiche in Lake Perris would have no impact on the Project site. Although the Perris Valley Storm Drain Channel traverses a portion of the Project site, it is not an enclosed or semi-enclosed basin that would be conducive to reverberation and creation of seiches. Therefore, the Project site would not be subject to seiches, mudflows, and/or tsunamis. Thus, no impact would occur and no further analysis of this subject is required.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				■

(Source: Project Application Materials, On-Site Inspection (2015); Google Earth)

The Project site consists of vacant and undeveloped land that is located within the geographical limits of the MVIAP. The Project site is located in a developing area of the City of Moreno Valley that is designated for industrial development. Development of the Project site as a logistics center would not physically disrupt or divide the arrangement of an established community. The property is proposed to be developed in accordance with its assigned General Plan land use designation and MVIAP zoning designation. Properties adjacent to the Project site to the north, south, and west have either been developed or are planned for long-term development with industrial land uses. Property to the east is developed with single-family homes and the MVIAP requires that a buffer be provided between residential and industrial development. The Project would not isolate the residential neighborhood to the east from any neighboring communities, as the Project site is positioned at the border of planned industrial development and existing residential development. Division of an established community would not occur and no further analysis of this subject is required.

b) Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	■			

(Source: Project Materials; City of Moreno Valley General Plan Land Use Map; City of Moreno Valley General Plan Community Development Element; Moreno Valley Industrial Area Plan)

The Project proposes to develop the subject property with a logistics center which would be consistent with the "Business Park/Light Industrial" land use designation applied to the site by the City of Moreno Valley General Plan and the "Industrial" zoning designation applied to the Project site by the MVIAP. The Project proposes a Specific Plan Amendment that would amend the land use buffer requirement specified in the MVIAP as it pertains to the Project site. MVIAP Section III, C.1, intends to provide a buffer between industrial and residential uses, without affecting the integrity of industrial land. The Project's SPA proposes to reduce the minimum buffer distance specified in the MVIAP along Indian Street from 300 feet to 100 feet (measured from the roadway centerline) in order to provide a consistent setback with the distribution warehouse building already constructed immediately north of the Project site, and to add the requirement for a minimum 50-foot-wide enhanced landscaping zone within the 100-foot buffer area. The required EIR shall include an analysis of the environmental effects associated with proposed revisions to the buffer requirements.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			■	

(Source: City of Moreno Valley General Plan Conservation Element; City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources; Western Riverside County Multiple Species Habitat Conservation Plan (MHSCP))

As described under the response to Item IV(f), the Project site is subject to the provisions of the western Riverside County MSHCP. The proposed Project will be required to comply with City of Moreno Valley Municipal Code Title 3, Chapter 3.48, "Western Riverside County Multiple Species Habitat Conservation Plan Fee Program," which requires a per-acre local development mitigation fee to implement the MSHCP. The Project site is not located within one of the targeted conservation cells of the MSHCP. The Project site is, however, subject to the survey and conservation requirements of MSHCP Section 6.3.2 (Species Survey Requirements), which requires the preparation of a habitat assessment for the western burrowing owl. Pursuant to Section 6.3.2 of the MHSCP, a burrowing owl site assessment shall be submitted for the Project site, and the findings of the site assessment shall be evaluated in the required EIR to determine the Project's consistency with the MSHCP. The Project site also is located in the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). Impacts to SKR habitat throughout the HCP area are mitigated by complying with City of Moreno Valley Municipal Code Title 3, Chapter 8.60, which requires a per-acre local development

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

mitigation fee pursuant to the City's adopted "The Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County, California" and as established pursuant to Fee Resolution 89-92. The Project's potential to conflict with the policies of the MSHCP shall be addressed in the required EIR under the discussion and analysis of Item IV(f). No further analysis of this topic is required.

XI. 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?				■

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.14 – Mineral Resources)

The Project site is not located within an area known to be underlain by regionally- or locally-important mineral resources or within an area that has the potential to be underlain by regionally- or locally-important mineral resources, as disclosed by the City's General Plan and the associated General Plan FEIR. Accordingly, implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. In addition, the City's General Plan does not identify any locally-important mineral resource recovery sites on-site or within close proximity to the Project site. Accordingly, no further analysis of this subject is required.

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?				■

(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.14 – Mineral Resources)

Please refer to the response to Item XI(a), above.

XII. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■			

(Source: Project Application Materials; City of Moreno Valley General Plan FEIR Chapter 5.4 - Noise; City of Moreno Valley Municipal Code, Chapter 11.80 – Noise Regulation)

Project-related construction activities, as well as long-term operational activities (including on-site logistics warehouse operations and the projected increases in vehicular travel along area roadways), may expose persons in the vicinity of the Project site to noise levels in excess of standards established by the City's General Plan and Chapter 11.80, Noise Regulation, of the City's Municipal Code. An acoustical analysis shall be prepared and the required EIR shall analyze the potential for the Project to expose people, on- or off-site, to noise levels in excess of established noise standards.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■			

(Source: Project Application Materials)

Construction activities on the Project site may produce groundborne vibration or groundborne noise levels during earthwork/grading and/or during the operation of heavy machinery. The required EIR shall analyze the potential of the Project to expose persons to excessive groundborne vibration. Long-term operation of the proposed Project is not anticipated to result in perceptible levels of groundborne vibration or groundborne noise; regardless, the Project's EIR shall also evaluate the proposed Project's potential to

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
generate groundborne vibration and noise in the long-term.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■			
(Source: Project Application Materials; City of Moreno Valley General Plan FEIR Chapter 5.4 - Noise; City of Moreno Valley Municipal Code, Chapter 11.80 – Noise Regulation) Development of the Project site as proposed by the Project would generate increased vehicular traffic that has the potential to cause an increase in ambient noise levels. On-site operational activities associated with the four proposed buildings have the potential to increase ambient noise levels. A site-specific acoustical study shall be prepared for the proposed Project to identify potential increases in ambient noise and to analyze the potential for Project-related noise to increase ambient noise to a level that would be considered substantial and permanent compared to existing conditions. The results of the acoustical study shall be summarized and incorporated into the required EIR.				
d) A substantially temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■			
(Source: Project Application Materials; City of Moreno Valley General Plan FEIR Chapter 5.4 - Noise; City of Moreno Valley Municipal Code, Chapter 11.80 – Noise Regulation) During Project-related construction activities, there could be a temporary or periodic increase in ambient noise levels in the Project vicinity above existing levels due to temporary construction traffic and the temporary and periodic operation of construction equipment. A site-specific acoustical study shall be prepared for the Project to identify the potential for temporary or periodic increases in ambient noise levels that would be considered substantial compared to existing conditions. The results of the acoustical study shall be summarized and incorporated into the required EIR.				
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			■	
(Source: Project Application Materials; City of Moreno Valley General Plan FEIR Section 5.4 – Noise; March ARB/Inland Port Airport Joint Land Use Study) The northwestern portion of the Project site is bordered by Heacock Street. The March Air Reserve Base is located directly west of Heacock Street. Accordingly, the Project site is located within two miles of a public airport. According to General Plan Figure 5.4-1, *March Reserve Air Base Noise Impact Area*, the Project site is located outside of the 60 dBA CNEL noise contour and would not be subjected to excessive noise levels due to operations at the March Air Reserve Base. Because the Project site is not located within the March ARB noise contours, the Project would not expose people residing or working in the Project area to excessive noise levels due to its location within two miles of a public airport. A less than significant impact would occur and no further analysis of this subject is required.				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■
(Source: Project Application Materials; Google Earth) The Project site is not located near any private airfields or airstrips. Therefore, the proposed Project has no potential to expose people to excessive noise levels associated with operations at a private airstrip. No further analysis of this subject is required.				

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

(Source: Project Application Materials; City of Moreno Valley General Plan Land Use Map; City of Moreno Valley General Plan FEIR, Chapter 5.12 – Population and Housing; Moreno Valley Industrial Area Plan)

The proposed Project would develop the subject property with a logistics center with four (4) buildings in accordance with the "Business Park/Light Industrial" land uses designation applied to the site by the City of Moreno Valley General Plan and the "Industrial" zoning designation applied to the site by the MVIAP. Accordingly, the proposed Project would not result in growth that was not already anticipated by the City of Moreno Valley General Plan and evaluated in the City of Moreno Valley General Plan FEIR. The Project site is served by existing public roadways and utility infrastructure is already installed beneath public rights of way that abut the property, so the Project would not induce growth as a result of utility extensions. For these reasons, implementation of the proposed Project would not result in direct or indirect growth in the area, and impacts would be less than significant. No further analysis of this subject is required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■

(Source: On-Site Inspection (2015); Google Earth)

The Project site does not contain any residential structures under existing conditions. Accordingly, implementation of the Project would not displace substantial numbers of existing housing and would not necessitate the construction of replacement housing elsewhere. No impact would occur and no further analysis of this subject is required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■

(Source: On-Site Inspection (2015); Google Earth)

As described above under response to Item XIII(b), the Project site does not contain any residential structures; therefore, no people live on the subject property under existing conditions. Accordingly, implementation of the proposed Project would not displace substantial numbers of people and would not necessitate the construction of replacement housing elsewhere. No impact would occur and no further analysis of this subject is required.

XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?			■	

(Source: Project Application Materials; City of Moreno Valley General Plan Safety Element; City of Moreno Valley General Plan FEIR, Chapter 5.13-Public Services and Utilities; Riverside County Fire Department Strategic Plan; Riverside County Fire Department GIS ; City of Moreno Valley Municipal Code, Chapter 3.42, Commercial and Development Impact Fees (Ordinance No. 695))

Fire protection services to the Project site are provided by the Moreno Valley Fire Department (MVFD). The proposed Project is required to provide a minimum of fire safety and support fire suppression activities, including type of building construction, fire sprinklers, a fire hydrant system and paved access. College Park Fire Station (Station No. 91) is located at 16110 Lasselle Street, approximately 1.5 roadway miles to the northeast of the Project site. Secondary service is provided by the Kennedy Park Fire Station

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

(Station No. 65) located at 15111 Indian Avenue, approximately 1.8 roadway miles to the northwest of the Project site. The Project site would be adequately serviced by these stations. To supplement their existing fire stations, the MVFD plans to construct a fire station within the MVIAP to provide primary service to all properties within the MVIAP and immediately adjacent areas. The MVFD has already acquired a property for the future fire station within the MVIAP area, on San Michele Road, between Perris Boulevard and Indian Avenue. Construction of the new fire station is dependent on funding collected by the City through the City of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695). This new fire station is already planned and the Project would not cause the need for the new station. Based on the Project site's proximity two existing fire stations and a new station that is already planned, the proposed Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required. The proposed Project is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including fire protection facilities. Mandatory compliance with the DIF Ordinance would be required prior to the issuance of a building permit.

Based on the foregoing, the proposed Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities. Impacts to fire protection facilities would be less than significant and no further analysis of this subject is required.

b) Police protection?			■	

(Source: Project Application Materials, Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.13-Public Services and Utilities, City of Moreno Valley Municipal Code, Chapter 3.42, Commercial and Development Impact Fees (Ordinance No. 695))

The development of the subject property with a logistics center would introduce new building structures and employees to the Project site which would result in an incremental increase in demand for police protection services, but which is not anticipated to require or result in the construction of new or physically altered police facilities. Prior to the issuance of building permits, the Project Applicant would be required to comply with the provisions of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including police protection facilities. Mandatory compliance with the DIF Ordinance would be required prior to the issuance of a building permit. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered fire protection facilities. Impacts to police protection facilities would therefore be less than significant and no further analysis of this issue area is warranted.

c) Schools?				■

(Source: Project Application Materials, California Senate Bill 50 (Greene), California Government Code Section 65995, City of Moreno Valley General Plan FEIR, Chapter 5.1, Land Use)

Development of the Project site as proposed by the Project would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. The addition of employment-generating uses on the Project site would assist the City in achieving its goal to provide a better jobs/housing balance within the City and the larger western Riverside County region (City of Moreno Valley 2006b). The proposed Project is not expected to draw a substantial number of new residents to the region and would therefore not indirectly generate school-aged students requiring public education. Because the proposed Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Val Verde Unified School District in compliance with California Senate Bill 50 (Greene). Mandatory payment of school fees would be required prior to the issuance of building permits. Impacts to public schools would be less than significant and no further analysis of this subject is required.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks?				■
(Source: Project Application Materials) As discussed under items XV(a) and XV(b) below, the proposed Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the proposed Project would not adversely affect any park facility. Thus, no impact would occur and no further analysis of this subject is required.				
e) Other public facilities?				■
(Source: Project Application Materials) The proposed Project is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, and animal shelters. As such, implementation of the proposed Project would not adversely affect other public facilities or require the construction of new or modified public facilities. Thus, no impact would occur and no further analysis of this subject is required.				
XV. RECREATION				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				■
(Source: Project Application Materials) The Project proposes to develop the Project site with industrial land uses. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, no impact would occur and no further analysis of this subject is required.				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				■
(Source: Project Application Materials) The Project proposes to develop the Project site with industrial land uses. The Project does not propose to construct any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Thus, environmental effects related to the construction or expansion of recreational facilities would not occur with implementation of the proposed Project. Thus, no impact would occur and no further analysis of this subject is required.				

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	■			

(Source: Project Application Materials; Caltrans District 8 (Kopulsky))

The proposed Project would contribute an increased volume of vehicular traffic to the local roadway network and has the potential to adversely affect the performance of the local circulation system on a direct and/or cumulative level. A site-specific traffic study shall be prepared according to the City of Moreno Valley Traffic Report Preparation Guidelines. The study shall quantify the volume of vehicular traffic anticipated to travel to and from the Project site. Given the property's location, it is anticipated that a majority of the proposed Project's truck traffic would route north toward the Cactus Avenue interchange at I-215 and south toward the Harley Knox Boulevard interchange at I-215. The traffic study shall model the effects of Project-related traffic on the local circulation system, taking all modes of transportation into account. The traffic analysis study area for local roads will be defined as intersections of collector roads or higher that receive 50 or more Project-related peak hour trips in accordance with City of Moreno Valley traffic report guidelines. The traffic analysis study area for freeway mainline segments will include all freeway mainline segments that would receive 50 or more Project-related peak hour trips. Based on communication with Caltrans District 8, analysis of freeway mainline segments that receive less than 50 Project-related peak hour trips is not required because when Project-related traffic volumes dissipate to fewer than 50 peak hour trips they become unrecognizable from other traffic on the state highway system (Kopulsky 2014). The required EIR shall disclose the findings of the site-specific traffic study and evaluate the Project's potential to conflict with applicable plans, ordinances, and policies that establish a minimum level of performance for the local circulation system.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■			

(Source: Project Application Materials, Riverside County Congestion Management Program)

Traffic generated by the proposed Project has the potential to impact the Riverside County Congestion Management Plan (CMP) roadway network. Potential effects to the CMP roadway system shall be evaluated in a site-specific traffic study, and the results of this study shall be used in the required EIR to determine the Project's consistency with the Riverside County CMP, including applicable level of service standards and travel demand/congestion management measures. As described above under Item XVI(a), the Project's traffic analysis study area will include all freeway mainline segments that would receive 50 or more Project-related peak hour trips.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				■

(Source: Project Application Materials, March ARB/Inland Port Airport Joint Land Use Study)

The proposed Project would involve the construction of four (4) buildings with a maximum height of 45 feet above finished grade, with architectural projections up to 52 feet above finished grade, which is less than the height limit established for the subject property by the March ARB/Inland Port Airport Joint Land Use Study. In addition, the proposed Project would not include an air travel component (i.e., helipad) and products transported to and from the Project site would not be done so by direct air. Accordingly, the proposed Project would not have any effect on air traffic patterns, including an increase in traffic levels or a change

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

in flight path location that results in substantial safety risks. As such, no impact would occur and additional analysis of this issue is not required.

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			■	

(Source: Project Application Materials)

Based on City staff review of the proposed Project's application materials submitted to the City of Moreno Valley, no unsafe design features are proposed as part of the Project. All improvements planned as part of the Project would be in conformance with applicable City of Moreno Valley standards and would not result in any hazards due to a design feature. Additionally, the proposed Project would be compatible in transportation design with the existing City of Moreno Valley General Plan designation of "Business Park/Light Industrial (BP)" and the MVIAP "Industrial" zoning designation. Thus, impacts would be less than significant and no further analysis is required on this subject.

e) Result in inadequate emergency access?			■	

(Source: Project Application Materials)

Implementation of the proposed Project would result in the construction and operation of a logistics center on the subject property which would increase the need for emergency access to and from the site. During the course of the City of Moreno Valley's required review of the Project's applications, the Project's design would be reviewed to ensure that adequate access to and from the site and around the proposed buildings is provided for emergency vehicles. With required adherence to City of Moreno Valley requirements for emergency vehicle access, impacts would be less than significant.

f) Conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			■	

(Source: Project Application Materials; Moreno Valley General Plan Figure 9-4, Bikeway Plan; Moreno Valley Bicycle Master Plan; Google Earth)

The proposed Project would contain a logistics center, which is a land use that is not likely to attract large volumes of pedestrian, bicycle, or transit traffic. Regardless, the Project is designed to comply with all applicable City of Moreno Valley transportation policies.

According to City of Moreno Valley General Plan Figure 9-4, *Bikeway Plan*, the Project site abuts Class III bikeways on Heacock Street, Krameria Avenue, and Indian Street. Class III bikeways are designated bikeways, not striped, and are shared with vehicles (City of Moreno Valley, 2006a, pp. 5-3). In 2015, the City of Moreno Valley adopted a *Bicycle Master Plan*, which updates and supersedes the recommendations of the General Plan. The *Bicycle Master Plan* identifies a planned Class I, multi-use bike path adjacent to the segment of the Perris Valley Storm Drain Channel that traverses the Project site and Class II (striped) bike lanes along the segments of Heacock Street and Indian Street that abut the Project site. The Project does not include any element that would preclude the use of the planned Class I and Class II bicycle facilities adjacent to the Project site. The Project's driveways would be stop-sign controlled and sight distance at each Project driveway would be reviewed by the City of Moreno Valley at the time future improvement plans are considered to ensure that sight distance meets applicable City standards and provides for safe bicycle and pedestrian circulation. Furthermore, bicycle parking would be provided on the Project site in accordance with City Municipal Code requirements for bicycle parking facilities.

The Project area is served by the Regional Transportation Authority (RTA), which provides bus service along Krameria Avenue (east of Indian Street), Iris Avenue (east of Indian Street) and along Perris Boulevard (east of Indian Street). Because the Project site does

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

not abut any public transit facilities, there is no potential for the Project to conflict with local public transit service.

As demonstrated by the foregoing analysis, the Project would not conflict with adopted policies, plans, or programs related to alternative transportation, or otherwise substantially decrease the performance or safety of such facilities. Impacts would be less than significant.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			■	

(Source: Project Application Materials)

Wastewater service is provided to the Project site by Eastern Municipal Water District (EMWD). EMWD is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed Project would not install or utilize septic systems or alternative wastewater treatment systems; therefore, the Project would have no potential to exceed applicable wastewater treatment requirements established by the RWQCB. Accordingly, impacts would be less than significant.

b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			■	

(Source: Project Application Materials)

Domestic water and wastewater services are provided to the Project site by EMWD. The proposed Project would install connections to water and wastewater conveyance lines that exist beneath abutting public roadways. Except for small encroachments into adjacent public rights of way of developed/paved streets to connect to existing lines, and the construction of water and sewer lines on-site, no physical disturbance for the installation of water or wastewater facilities would be required to service the proposed Project. As such, there would be no environmental impacts beyond those that would otherwise occur from grading and development on the Project site, which will be evaluated by the topics identified for analysis in the required EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			■	

(Source: Project Application Materials)

The Project would involve the construction of on- and off-site stormwater drainage facilities, including water quality/detention basins, storm drain pipes, 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, as well as physical impacts within the Krameria Avenue/Indian Street intersection (to accommodate a proposed storm drain line segment), a portion of Indian Avenue (to accommodate a proposed storm drain line segment), and within the Perris Valley Storm Drain Channel (to accommodate five proposed storm drain outlets). These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where potentially significant impacts may occur during the Project's construction phase, such potential impacts have been identified under the appropriate issue area in this Initial Study. The construction of storm drain infrastructure on- and off-site as necessary to serve the proposed Project would not result in any potentially significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			■	

(Source: Project Application Materials; EMWD 2010 Urban Water Management Plan)

The proposed Project would result in an increase in potable water demand from the local water purveyor, EMWD. However, the proposed Project is fully consistent with the assumptions made in EMWD's 2010 Urban Water Management Plan. EMWD's 2010 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 2035. The proposed Project is subject to the provisions of Senate Bill 610 (Costa) (California Public Resources Code Section 21151.9 and Water Code Section 10910 et seq.) because the proposed Project involves an "industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 s.f. of floor area." As such, the EMWD is required to conduct a Water Supply Assessment to verify that the proposed development can be served by sufficient water supplies without the need for new or expanded entitlements. The results of the Project-specific Water Supply Assessment shall be incorporated and disclosed in the required EIR. With EMWD approval of a Water Supply Assessment, no further analysis of this subject is required.

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

(Source: Project Application Materials; Press Enterprise "Eastern completes massive expansion at treatment plant")

Wastewater flows generated by the Project would be conveyed to the Perris Valley Regional Water Reclamation Facility, which is owned and operated by EMWD. In April 2014, an expansion project was completed on the Perris Valley Regional Water Reclamation Facility to expand its daily treatment capacity from 14 million gallons per day to 22 million gallons per day to provide sufficient treatment for anticipated regional growth. The facility receives approximately 14 million gallons of wastewater flows per day and, therefore, has an excess treatment capacity of approximately eight million gallons per day (Schulte 2014). The Project is anticipated to generate approximately 67,809 gallons of wastewater per day, based on EMWD's wastewater generation factor of 1,700 gallons per day per acre of light industrial building area. This corresponds to approximately eight-tenths of one percent (0.8%) of the existing treatment capacity at the Perris Valley Regional Water Reclamation Facility. Due to the relatively small amount of wastewater that would be generated by proposed Project and the amount of existing and planned available capacity at this facility, it is determined that the Perris Valley Regional Water Reclamation Facility would have sufficient capacity to treat wastewater generated by the Project. As such, impacts would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			■	

(Source: Project Application Materials; City of Moreno Valley Ordinance No. 706, Recycling and Diversion of Construction Waste: Riverside County Waste Management District "Countywide Disposal Tonnage Tracking System Disposal Reports"; United States Environmental Protection Agency (USEPA), "Estimating 2003 Building- Related Construction and Demolition Amounts")

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 as described below in Item XVII(g).

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

The Badlands Landfill has a permitted disposal capacity of 4,000 tons per day. The Badlands Landfill is estimated to reach capacity, at the earliest time, in the year 2024; however, future landfill expansion opportunities exist at this site. During the third quarter of 2014, which is the most recent time period for which reporting data is available, the Badlands Landfill accepted approximately 225,671.04 tons of waste ((RCWMD, 2014).

The Lamb Canyon Landfill has a permitted disposal capacity of 5,000 tons per day. The landfill is estimated to reach capacity, at the earliest, in the year 2021; however, future landfill expansion opportunities exist at this site. During the third quarter of 2014, which is the most recent time period for which reporting data is available, the Lamb Canyon Landfill accepted approximately 145,607.60 tons of waste (RCWMD, 2014).

The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045; however, future landfill expansion opportunities exist at this site. During the third quarter of 2014, which is the most recent time period for which reporting data is available, the El Sobrante Landfill accepted approximately 555,793.26 tons of waste (RCWMD, 2014).

Each of these landfills receive well below their maximum permitted daily disposal volume and have the potential for future expansion, and none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction or operational periods. The landfills have sufficient capacity to accept solid waste generated by the Project's construction and operational phases, Thus, impacts would be less than significant.

Project Construction Waste

Waste would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the building square footage of 1,702,518 and the US EPA's construction waste generation factor of 4.34 pounds per s.f., approximately 3,694 tons of waste would be generated during the entire estimated 14-16 month construction process (USEPA, 2009) which amounts to approximately 10.5 to 12 tons per day.

Non-recyclable construction waste generated by the Project would be disposed at the Badlands Sanitary Landfill, the El Sobrante Landfill, and/or the Lamb Canyon Landfill. These landfills all receive well below their maximum permitted daily disposal volume; thus, construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction period. The Badlands Sanitary Landfill, the El Sobrante Landfill, and Lamb Canyon Landfill would have sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

Project Operational Waste

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of building area obtained from CalRecycle, long-term, on-going operation of the proposed 1,702,518 square foot light industrial warehouse building would generate approximately 12 tons of waste per day (CalRecycle, 2013). At least 50% is required to be recycled pursuant to State law.

Solid waste generated by the proposed Project would be disposed at the 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, and none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction or operational periods. The landfills have sufficient capacity to accept solid waste generated by the Project's construction and operational phases; therefore, impacts would be less than significant and no further analysis of this subject is required.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statues and regulations related to solid waste?			■	

(Project Application Materials)

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. As such, the Project's building tenants would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the proposed Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. The implementation of these programs would reduce the amount of solid waste generated by the proposed Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would comply with all applicable solid waste statutes and regulations; as such, impacts would be less than significant.

XVIII. 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, 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?	■			

(Project Application Materials)

The Project would alter the property from vacant undeveloped land to property that would contain a warehouse distribution center with four (4) buildings, associated loading docks and parking spaces, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality detention basins. Accordingly, the Project has the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The required EIR shall evaluate the Project's potential to degrade the quality of the environment and/or result in substantial adverse effects to biological and cultural resources.

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 projects, and the effects of probable future projects)?	■			

(Source: Project Application Materials; Moreno Valley Industrial Area Plan)

The Project site is located in a portion of the City of Moreno Valley that is developing with logistics, e-commerce, and industrial warehousing uses, which implement the City's adopted General Plan and MVIAP. The widespread development of this area with industrial uses was previously evaluated by the MVIAP EIR in 1989 (SCH No. 1988080813) and by the City's General Plan Program EIR (SCH No. 2000091075), certified July 11, 2006. Development of the Project site as proposed by the Project, in addition to concurrent construction and operation of other development projects in the area, has the potential to result in cumulatively considerable impacts, particularly with respect to the following issue areas: air quality, greenhouse gas emissions, noise, and transportation/traffic. The required EIR shall evaluate the Project's potential to result in cumulatively considerable contributions to cumulatively significant impacts.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■			

(Source: Project Application Materials)

The potential for the proposed Project to directly or indirectly affect human beings will be evaluated in the required EIR particularly with respect to the following issue areas: air quality, greenhouse gas emissions, and noise.

4.0 REFERENCES

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