

City of Moreno Valley

HEACOCK STREET SOUTH EXTENSION PROJECT

July 2026 | Initial Study / Mitigated Negative Declaration



July 2026 | Initial Study / Mitigated Negative Declaration

HEACOCK STREET SOUTH EXTENSION PROJECT

City of Moreno Valley

Prepared for:

City of Moreno Valley

Contact: Quang Nguyen, Principal Engineer
14177 Frederick Street
Moreno Valley, California 92553
951.413.3159

Prepared by:

PlaceWorks

3 Mac Arthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
www.placeworks.com

TABLE OF CONTENTS

Environmental Checklist.....	1
Project Information	1
Environmental Factors Potentially Affected.....	3
Determination	4
1. Introduction	5
1.1 Overview	5
1.2 California Environmental Quality Act.....	5
1.3 Initial Study	6
1.4 Mitigated Negative Declaration	7
1.5 Levels of Significance	7
2. Project Description	9
2.1 Project Location	9
2.2 Environmental Setting.....	9
2.3 Project Characteristics	10
2.4 Required Permits and Approvals.....	21
3. Environmental Evaluation.....	23
I. Aesthetics.....	23
II. Agriculture and Forestry Resources	25
III. Air Quality	27
IV. Biological Resources.....	35
V. Cultural Resources	41
VI. Energy	45
VII. Geology and Soils.....	47
VIII. Greenhouse Gas Emissions	52
IX. Hazards and Hazardous Materials.....	55
X. Hydrology and Water Quality	58
XI. Land Use and Planning.....	61
XII. Mineral Resources.....	63
XIII. Noise	64
XIV. Population and Housing.....	70
XV. Public Services.....	71
XVI. Recreation	73
XVII. Transportation.....	74
XVIII. Tribal Cultural Resources.....	77
XIX. Utilities and Service Systems	82

TABLE OF CONTENTS

XX.	Wildfire.....	86
XXI.	Mandatory Findings of Significance.....	88
4.	References	91
5.	List of Preparers	95
	Lead Agency	95
	Mark Thomas & Company	95
	PlaceWorks.....	95
	Hana Resources, Inc.	95
	CRM Tech.....	95

Appendices

Appendix A	Air Quality and Greenhouse Gas Modeling Data
Appendix B	Biological Resource Evaluation
Appendix C	Cultural Resources Survey
Appendix D	Noise and Vibration Modeling Calculations
Appendix E	Focused Transportation Study

List of Figures

Figure 1	Regional Location.....	11
Figure 2	Aerial Photograph	13
Figure 3	Project Impact Boundaries.....	15
Figure 4	Project Plan and Profile.....	19

List of Tables

Table 1	Permits and Approvals.....	21
Table 2	Maximum Daily Regional Construction Emissions.....	30
Table 3	Localized Construction Emissions	32
Table 4	Project-Related Operation GHG Emissions.....	54
Table 5	Project-Related Construction Noise Levels, dBA	67
Table 6	Proposed Project’s Vibration Levels (in/sec PPV).....	69

ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

Project Title: Heacock Street South Extension Project

Lead Agency Name and Address:

City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

Contact Person and Phone Number:

Quang Nguyen, Principal Engineer
(951) 413-3159

Project Location:

The project site is on Heacock Street in the city of Moreno Valley between San Michele Road and the Perris Valley Storm Drainage Lateral “B” (channel). Heacock Street runs north to south through the city of Moreno Valley and creates one of the city’s western borders. The city of Moreno Valley is in Riverside County.

Project Sponsor’s Name and Address:

City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

General Plan Designation:

General Plan land use designation includes public roadways and Open Space (OS).

Zoning:

Moreno Valley Industrial Area Specific Plan Commercial/Industrial Zone (SP 208 CZ), Clear Zone for the March Air Reserve Base/Inland Port Airport (RCALUC 2014)

Description of Project:

The proposed project would widen and realign Heacock Street in Moreno Valley between San Michele Road and the Perris Valley Storm Drainage Lateral “B” (channel) to a total width of 76 feet.

ENVIRONMENTAL CHECKLIST**Surrounding Land Uses and Setting:**

Land uses to the east of the project site have a zoning and General Plan land use designation of Commercial, Business Park/Light Industrial and Open Space and are in the Moreno Valley Industrial Area Specific Plan. The specific plan area consists of 1,380 acres in the southwestern part of the city, adjacent to the March Air Reserve Base and west of Interstate 215. The March Air Reserve Base is adjacent to and west of Heacock Street. Perris is directly to the south of the project site, and land uses include Perris Valley Commerce Center General Industrial (PVCC-GI). The Perris Valley Storm Drain is at the southern end of the project site and is under the jurisdiction of the Riverside County Flood Control and Water Conservation District in partnership with the March Joint Powers Authority and the March Air Reserve Base.

Other Public Agencies Whose Approval Is Required (e.g., Permits, Financing Approval, or Participating Agreement):

Riverside County Flood Control and Water Conservation District: Encroachment permit for minor modifications to drainage improvements.

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

In accordance with the provisions of AB 52, the City sent formal notifications letters on September 29, 2025, to 14 tribes. The 30-day noticing requirement under AB 52 was completed on October 29, 2025. The City received a request for consultation from the Pechanga Band of Indians and the Agua Caliente Band of Cahuilla Indians. After consultation with both tribes, mitigation measures were implemented to reduce any potential impacts to tribal cultural resources to a less than significant level. See Section XVIII., *Tribal Cultural Resources*, of this IS/MND for further information.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant 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 adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Claudia Manrique, Associate Planner

7/27/2026

Date

1. INTRODUCTION

1.1 OVERVIEW

The City of Moreno Valley (City) seeks to expand Heacock Street (proposed project) in the City, which would include widening and realigning the existing roadway between San Michele Road and the Perris Valley Storm Drainage Lateral “B” (channel) (project site).

In compliance with the California Environmental Quality Act (CEQA), the City, as the lead agency, is preparing the environmental documentation for the proposed project to determine if approval of the requested discretionary actions and subsequent development would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an initial study is prepared primarily to provide the lead agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) would provide the necessary environmental documentation and clearance for the proposed project. This initial study has been prepared to support the adoption of an MND.

1.2 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The environmental compliance process is governed by the California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code [PRC], Section 21000 et seq.; California Code of Regulations [CCR], Title 14, Sections 15000 et seq.). CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of projects and to identify ways to avoid or reduce the environmental effects through feasible alternatives or mitigation measures. Compliance with CEQA applies to California government agencies at all levels: local, regional, and State agencies, boards, commissions, and special districts (such as school districts and water districts). The City of Moreno Valley is the lead agency for the proposed project and is therefore required to conduct an environmental review to analyze the potential environmental effects associated with the proposed project.

PRC Section 21080(a) states that analysis of a project’s environmental impact is required for any “discretionary projects proposed to be carried out or approved by public agencies....” In this case, the lead agency has determined that an Initial Study is required to determine whether there is substantial evidence that construction and operation of the proposed project would result in environmental impacts.

1. INTRODUCTION

A “project” means the whole of an action that has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code sections 65100 to 65700.
- An activity undertaken by a person which is supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. (14 CCR section 15378[a]).

The proposed discretionary actions by the project applicant constitute a “project” because the activity would result in a direct physical change in the environment and would be undertaken by a public agency. All “projects” in the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project.

1.3 INITIAL STUDY

The purpose of the Initial Study is to 1) provide the lead agency with information to use as the basis for deciding the proper type of CEQA document to prepare; 2) enable the lead agency to modify a project, mitigating adverse impacts before an Environmental Impact Report (EIR) is prepared, thereby enabling the project to qualify for a negative declaration; 3) assist in the preparation of an EIR, if one is required; 4) facilitate environmental assessment early in the design of a project; 5) provide documentation of the factual basis for the findings in a Mitigated Negative Declaration (MND) or Negative Declaration (ND); 6) eliminate unnecessary EIRs; and 7) determine if a project is covered under a previously prepared EIR. When an Initial Study identifies the potential for immitigable significant environmental impacts, the lead agency must prepare an EIR (14 CCR section 15064); however, if all impacts are found to be less than significant or can be mitigated to a less-than-significant level, the lead agency can prepare an ND, or MND that incorporates mitigation measures into the project (14 CCR section 15070).

1.4 MITIGATED NEGATIVE DECLARATION

The MND includes information necessary for agencies to meet statutory responsibilities related to the proposed project. State and local agencies will use the MND when considering any permit or other approvals necessary to implement the project. A list of the environmental topics that have been identified for study in the MND is provided in the Environmental Checklist.

One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of CEQA. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the Lead Agency. The environmental review process provides several opportunities for the public to participate through public notice and public review of CEQA documents and at public meetings.

1.5 LEVELS OF SIGNIFICANCE

The following terminology is used to describe the level of significance of impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would result in no adverse effect on the environment.
- **Less than significant.** The project would not exceed the established significance criteria.
- **Less than significant with mitigation incorporated.** The project would exceed the established significance criteria without mitigation measures, but one or more mitigation measures would reduce the impact to a less-than-significant level successfully.
- **Potentially significant.** The project would exceed the established significance criteria, and either no feasible mitigation measures are available to reduce the impact to a less-than-significant level, or more analysis is needed to determine if feasible mitigation measures are available to reduce the impact to a less-than-significant level. If any impact is identified as potentially significant, an EIR is required.

Mitigation Measures. If, after incorporation and implementation of federal, State, and local regulations, there are still significant environmental impacts, then feasible and project-specific mitigation measures are required to reduce impacts to less-than-significant levels. Mitigation measures must further reduce significant environmental impacts above and beyond compliance

1. INTRODUCTION

with federal, State, and local laws and regulations. Mitigation under CEQA Guidelines Section 15370 includes:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

2. PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is on Heacock Street in the City of Moreno Valley between San Michele Road and the Perris Valley Storm Drainage Lateral “B” (channel). Heacock Street runs north to south through the City of Moreno Valley and creates one of the City’s western borders. The City of Moreno Valley is in Riverside County and is surrounded by the City of Riverside to the west, Loma Linda to the north, Beaumont to the east, and Perris to the south (see Figure 1, *Regional Location*, and Figure 2, *Aerial Photograph*).

2.2 ENVIRONMENTAL SETTING

2.2.1 Existing Land Use

The proposed project site is zoned Moreno Valley Industrial Area Specific Plan Commercial/Industrial Zone (SP 208 CZ). The General Plan land use designation consists of a public roadway and proposed project improvements that would extend into land designated Open Space (OS). Moreno Valley Industrial Area Specific Plan is a comprehensive land use and development framework established by the City, and it is primarily zoned for industrial uses, including warehousing, manufacturing, and distribution centers.

A southern portion of Heacock Street beginning at Nandina Avenue is in an area that is currently identified as the Clear Zone in the 2014 March Air Reserve Base (MARB) /Inland Port Airport Land Use Compatibility Plan and the 2018 Air Installation Compatible Use Zones Study (RCALUC 2014; USDAF 2018). In addition, the Department of Defense requirements applicable to Clear Zones and accident potential zones are outlined in Department of Defense Instructions (DODI) 4165.57 (1977) and DODI 4165.57 (2011).

Heacock Street has been designated an arterial roadway having a typical width of 76 feet curb to curb and a 100-foot right-of-way (per City Standard MSVI-104A-1), which varies to accommodate various intersection improvements and right-of-way constraints. The existing configuration for Heacock Street between San Michele Road and Nandina Avenue is one lane southbound, two lanes northbound, and a two-way left-turn lane. The existing Heacock Street between Nandina Avenue to the city limits is classified as a Two-Lane Industrial Collector.

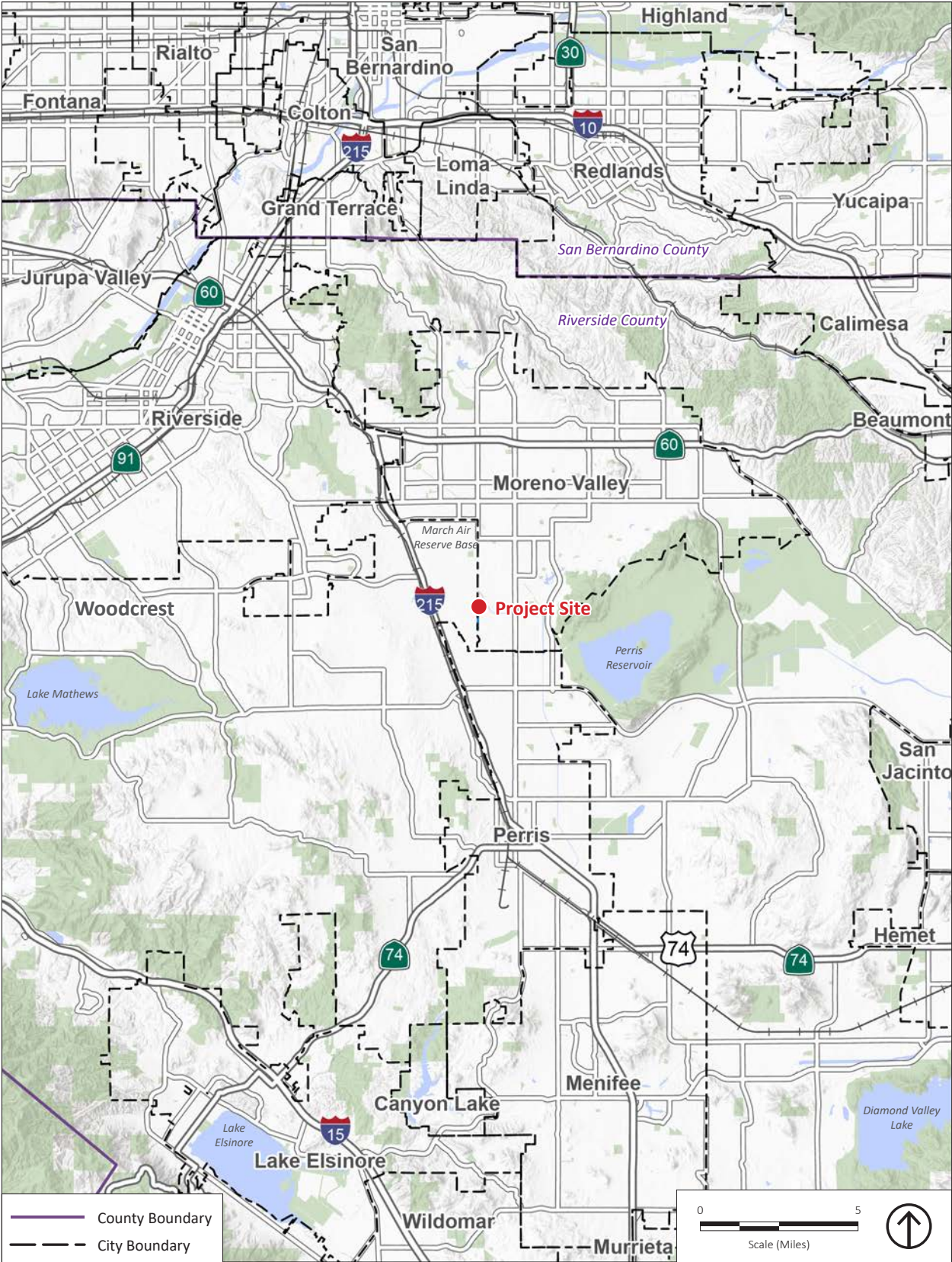
2. PROJECT DESCRIPTION

2.2.2 Surrounding Land Use

Land uses to the east of the project site have zoning and General Plan land use designation of Commercial, Business Park/Light Industrial and Open Space/Park and are in the Moreno Valley Industrial Area Specific Plan (MVIASP). The MVIASP consists of 1,380 acres in the southwestern part of the city, adjacent to the March Air Reserve Base (MARB) and west of Interstate 215. MARB is adjacent to and west of Heacock Street. Existing land uses in MARB include industrial, aviation, medical campus, and public facilities. MARB is not within the city limits but is under the jurisdiction of the March Joint Powers Authority, which includes the cities of Perris, Moreno Valley, and Riverside and the County of Riverside. Perris is directly to the south of the project site, and land uses include Perris Valley Commerce Center General Industrial (PVCC-GI). The Perris Valley Storm Drain is at the southern end of the project site and is under the jurisdiction of the Riverside County Flood Control and Water Conservation District, in partnership with the March Joint Powers Authority and MARB.

2.3 PROJECT CHARACTERISTICS

The proposed project would widen and realign Heacock Street in Moreno Valley between San Michele Road and the Perris Valley Storm Drainage Lateral “B” (channel) to a total width of 76 feet (see Figure 3, *Project Impact Boundaries*). The project proposes to extend Heacock Street’s Arterial classification south from San Michele to the City limits. The project site is a total of 15 acres. Under the proposed project, 11.91 acres of the total 15-acre project site would be disturbed, this would include permanent new roadway and infrastructure improvements. The remaining 2.89 acres of the existing roadway would be temporarily disturbed. Heacock Street improvements would terminate in a cul-de-sac adjacent to and north of the channel. Storm drain improvements are also proposed in the project impact area and are included in the 11.91 acres of disturbance. The following sections describe the components of the proposed project.



Source: Generated using ArcMap 2025.

Figure 1
Regional Location

2. PROJECT DESCRIPTION

This page is intentionally left blank.

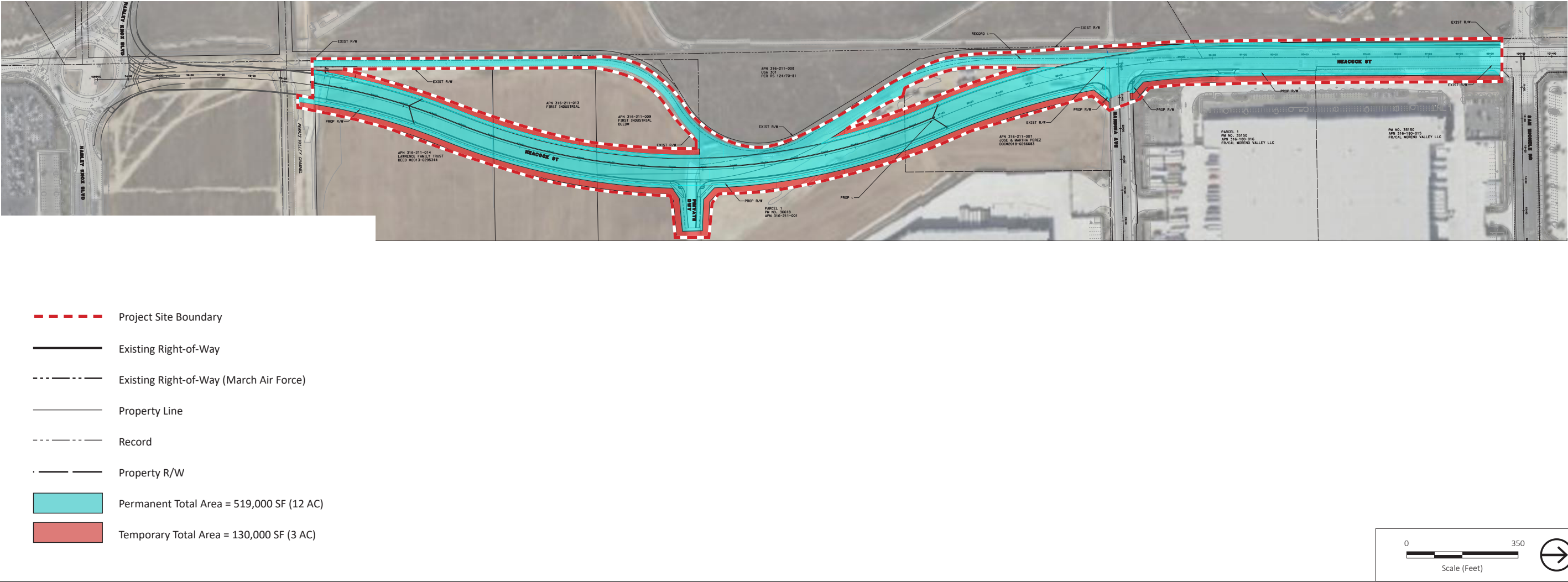


Source: Generated using ArcMap 2025.

Figure 2
Aerial Photograph

2. PROJECT DESCRIPTION

This page is intentionally left blank.



Source: Mark Thomas 2025.

Figure 3
Project Impact Boundaries

2. PROJECT DESCRIPTION

This page is intentionally left blank.

2.3.1 Roadway Realignment and Striping

The proposed project would realign Heacock Street beginning at the intersection of San Michele Road and termination at the Perris Valley Channel. Heacock Street will generally include two through lanes in each direction, a two-way left turn lane, and class II bike lanes / sidewalk / curb and gutter in each direction, with the exception of the segment south of the private driveway associated with Assessor's Parcel Numbers (APN) 316-211-001, 009, 010, 011, 012, and 013. Although the ultimate configuration of the roadway improvements (asphalt concrete, curb, gutter, sidewalk) will be constructed to the Perris Valley Channel Lateral B, striping will be modified to drop one through lane in each direction and allow southbound traffic to make a U-turn at the southern terminus of these proposed project improvements. Additionally, this driveway would be reconfigured for the new alignment. Lastly, the existing roadway alignment that leads to the channel would be abandoned, demolished, and restored to be compatible with the surrounding landscape (see Figure 4, *Project Plan and Profile*).

2.3.2 Stormwater

The City of Moreno Valley manages stormwater through its Public Works Department, specifically the Maintenance & Operations and Capital Projects divisions, in coordination with regulations under the NPDES permit through Riverside County, under the Santa Ana Regional Water Quality Control Board. Moreno Valley enforces a stormwater management program under the National Pollutant Discharge Elimination System permit, using the Riverside County Water Quality Management Plan.

Portions of the existing dirt drainage ditch between the March Air Reserve Base and Heacock Street will be converted to a reinforced box culvert between the San Michelle Road and Nandina Avenue intersections to accommodate widening. The drainage ditch currently exists as a reinforced box culvert as it crosses the west side of the San Michelle Road intersection. Drainage captured within Heacock Street low points will be conveyed in a new reinforced concrete main line (from 24 to 36 inches in diameter) that flows south to the Perris Valley Channel Lateral B and has a northern terminus of just south of Nandina Avenue.

2.3.3 Property Acquisition

To implement the proposed roadway improvements, the project will require the partial acquisition of adjacent properties along the proposed project site. These acquisitions are necessary to accommodate roadway widening, storm drain improvements, and bike lanes. The proposed project would acquire APNs 316-211-001, 316-211-009, 316-211-010, 316-211-013, and 316-211-014.

2. PROJECT DESCRIPTION

The project does not propose any land use changes beyond those required for transportation infrastructure and public right-of-way purposes. Acquisition of these properties would not result in the displacement of residences or businesses or conflict with existing land uses and zoning. Environmental impacts associated with the acquisitions—such as temporary construction disturbances, potential vegetation removal, and changes in visual character—are evaluated in the relevant sections of this Initial Study.

2.3.4 Project Construction

Construction of the proposed project would occur in one phase and is anticipated to occur over a nine- to twelve-month period starting no sooner than early 2027. Construction would include demolition of 519,000 square feet of pavement, and 15,853 square feet of debris would be hauled off-site. The estimated cut volume of soil would be 75,000 cubic yards (CY), and the estimated fill volume would be 35,000 CY, which would result in a net soil haul export amount of 40,000 CY.

Construction would occur during regular working hours, primarily on weekdays, with construction on weekends and night work as necessary to facilitate construction and minimize impacts to the public. Per the City of Moreno Valley Municipal Code Section 8.14.050, construction is generally permitted Monday through Friday from 7:00 am to 7:00 pm and Saturday from 8:00 am to 4:00 pm. Construction best management practices (BMP) would be used, including those for stormwater, erosion/sediment control, and spill prevention. Waste and debris will be hauled away for disposal.

2. PROJECT DESCRIPTION

This page is intentionally left blank.

2.4 REQUIRED PERMITS AND APPROVALS

Implementation of the proposed project would require discretionary and ministerial project approvals from the City of Moreno Valley.

This Initial Study will serve as the primary environmental document for all future actions associated with the proposed project, including any discretionary approvals requested or required to implement the proposed project. The City of Moreno Valley is the lead agency under CEQA and has the principal approval authority over the proposed project. To implement the proposed project, the approvals outlined in Table 1, *Permits and Approvals*, are anticipated.

Table 1 **Permits and Approvals**

Lead Agency	Action
City of Moreno Valley	▪ Adoption of the IS/MND ▪ Issuance of construction and grading permits ▪ Approval of property acquisition
Riverside County Flood Control & Water Conservation District	▪ Encroachment permit for minor modifications to drainage improvements

2. PROJECT DESCRIPTION

This page is intentionally left blank.

3. ENVIRONMENTAL EVALUATION

This section includes a checklist for each environmental topic, evaluates the significance criteria in the checklists, and, if necessary, provides mitigation measures to reduce potential impacts.

I. Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

DISCUSSION

a) *Would the proposed project have a substantial adverse effect on a scenic vista?*

No Impact. Vistas provide visual access or panoramic views to a large geographic area. The field of view from a vista location can be wide and extend into the distance. Panoramic views are

3. ENVIRONMENTAL EVALUATION

usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. The proposed project is located within the City of Moreno Valley, which lies within a flat valley floor surrounded by hills and mountains. The City's 2021 General Plan Update Environmental Impact Report (EIR) identifies mountain ranges and hillside terrain as scenic resources in the city. The proposed project is in the southern portion of the city and is not within or adjacent to a designated scenic vista (Moreno Valley 2021). Additionally, the proposed project would be confined to a portion of Heacock Street for widening and realigning and storm drain improvements and would not obstruct views of a scenic vista from the project site. No impact would result from implementation of the proposed project.

b) *Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. There are no designated state scenic highways adjacent to the proposed project (Caltrans 2025). The nearest eligible Scenic Highway is SR-74 located 5.5 miles south of the project site and not visible from the project site. In addition, there are no rock outcroppings or historic buildings in the immediate vicinity of the proposed project, so there would be no impact to such resources. The proposed project improvements would be confined to widening and realigning of the roadway and storm drain improvements and would not obstruct viewsheds along SR-74. No impact would result from implementation of the proposed project.

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

No Impact. The proposed project involves roadway improvements to an already existing street. The area surrounding the proposed project is characterized as an urbanized area and includes vacant land directly to the east, the MARB to west that is currently in operation, and commercial and industrial land uses further north and east. The proposed project would reroute and expand the existing street and traffic would flow in a north-south direction across privately owned property that is currently vacant within the project site boundaries. Because the proposed project would be confined to widening and realigning the roadway and storm drain improvements along this segment, no impact would result from implementation of the proposed project.

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

Less Than Significant Impact. The two major causes of light pollution in this urban setting are spill light and glare. Spill light is caused by misdirected light that illuminates areas outside the

3. ENVIRONMENTAL EVALUATION

area intended to be lit. Glare occurs when a bright object is against (or reflects off) a dark background or shiny surface. The project site is primarily developed with existing roadway, which generates nighttime light from passing vehicles. Additionally, while not part of the project site, the MARB is directly adjacent to the project site. Other existing sources of light come from surrounding land uses and from street lights and vehicle lights. The proposed project does not include the installation of lights and would not significantly increase nighttime lighting on the project site. Therefore, impacts would be less than significant.

II. Agriculture and Forestry 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒

3. ENVIRONMENTAL EVALUATION

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

DISCUSSION

- a) ***Would the proposed project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. The proposed project would involve the widening and realignment of an already existing roadway. According to the California Department of Conservation's Important Farmland Finder, the land adjacent to the project site is designated "Farmland of Local Importance" and the remaining surrounding area is designated "Urban and Built-up Land", with the exception of the MARB which is designated "Other Land" (DOC 2022). The land designated "Farmland of Local Importance" is currently vacant and is not currently used or zoned for agricultural uses. The proposed project would be confined to a portion of Heacock Street for widening and realigning and storm drain improvements. There is no agricultural or farm uses on or in the vicinity of the project site. Therefore, the proposed project would not convert any farmlands to non-agricultural uses. No impact would occur.

- b) ***Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. The proposed project is not within or around an area subject to the Williamson Act contract (DOC 2025). Therefore, the proposed project would not conflict with a Williamson Act contract. No impact would occur.

3. ENVIRONMENTAL EVALUATION

- c) ***Would the proposed project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

No Impact. The proposed project's development would not conflict with existing zoning for forest land, timberland, or timberland production. The proposed project is located in a land classified as "Farmland of Local Importance" and "Urban and Built-up Land", however, land uses do not include any forests or timberlands. Additional, surrounding land uses are not zoned for forest land or timberland use. Therefore, no impact would occur.

- d) ***Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. The proposed project would include roadway improvements to an existing street, and no significant forest land uses are present on-site or in the immediate vicinity. No vegetation on-site is cultivated for forest resources. The proposed project is not located in an area of forestlands. Therefore, the proposed project would not convert forestland to non-forest uses. No impact would occur.

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

No Impact. No significant agricultural uses or forest land uses are present on-site nor in the immediate vicinity. There is no mapped important farmland or forest land on or near the project site, and project development would not indirectly cause conversion of such land to nonagricultural or non-forest use. Therefore, the proposed project would not convert forestland to non-forest uses. No impact would occur.

III. Air Quality

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthy pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved.

3. ENVIRONMENTAL EVALUATION

The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O₃, and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2025).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO_x, PM₁₀, and PM_{2.5}. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

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

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

DISCUSSION

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

Less Than Significant Impact. The South Coast AQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of

3. ENVIRONMENTAL EVALUATION

Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of General Plans, specific plans, and significant projects.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. These demographic trends are incorporated into SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal, to determine priority transportation projects and vehicle miles traveled (VMT) in the SCAG region.

Project development would involve realignment and widening a portion of Heacock Street as well as providing storm drainage improvements. The proposed project would accommodate existing roadway volumes and would not affect SCAG's regional growth projections. Thus, the proposed project is not considered a project of statewide, regional, or areawide significance that would require intergovernmental review under Section 15206 of the CEQA Guidelines and would not have the potential to substantially affect SCAG's demographic projections. Additionally, as demonstrated in Air Quality impact b), the regional emissions that would be generated by the construction phases of the proposed project would be less than the South Coast AQMD emissions thresholds. Therefore, the proposed project would not affect the regional emissions inventory or conflict with strategies in the 2022 AQMP. Impacts would be less than significant and no mitigation measures are necessary.

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

The following describes project-related impacts from regional short-term construction activities and regional long-term operation of the proposed project.

Regional Short-Term Construction Impacts

Less Than Significant Impact. Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints.

The proposed project would result in realignment and widening along a portion of Heacock Street as well as providing storm drainage improvements. The proposed project would involve asphalt demolition and reprocessing, grubbing and land clearing, grading and excavation, drainage, utilities and sub-grade, and paving. These construction activities would support the linear land use improvements on 11.91 acres. For this analysis, construction is anticipated to

3. ENVIRONMENTAL EVALUATION

start in March 2027 and finish in December 2027. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1, and are based on the preliminary construction duration provided by the City. Where specific information regarding project-related construction activities was not available, CalEEMod default information was used.

As shown in Table 2, *Maximum Daily Regional Construction Emissions*, maximum daily emissions for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} from construction-related activities would be less than their respective South Coast AQMD regional significance threshold values. Projects that do not exceed the South Coast AQMD regional significance thresholds would not result in an incremental increase in health impacts in the SoCAB from project-related increases in criteria air pollutants. Therefore, air quality impacts from project-related construction activities would be less than significant and no mitigation measures are necessary.

Table 2 Maximum Daily Regional Construction Emissions

Construction Phase	Pollutants (lbs./day) ^{1, 2}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Year 2027						
Linear, Grubbing & Land Clearing, Asphalt Demolition, and Asphalt Demolition Reprocessing	35	26	69	<1	17	4
Linear, Grubbing & Land Clearing	<1	3	4	<1	<1	<1
Linear, Grading & Excavation	3	28	32	<1	5	2
Linear, Drainage, Utilities, & Sub-Grade	2	20	25	<1	3	1
Linear, Paving and Paving	2	7	12	<1	<1	<1
Impact Analysis						
Maximum Daily Construction Emissions	35	28	69	<1	17	4
South Coast AQMD Regional Significance Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1. South Coast AQMD 2023. Highest winter or summer emissions are reported.
(See Appendix A)

- 1 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping with Rule 1186-compliant sweepers.
- 2 Based on the preliminary information provided by the City. Where specific information regarding proposed project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

3. ENVIRONMENTAL EVALUATION

Long-Term Operation-Related Air Quality Impact

No impact. The proposed project would not include components that would result in significant stationary-source emissions of criteria air pollutants. Furthermore, the proposed project would not generate an increase in vehicle trips and the widening of a portion of Heacock Street would not increase traffic congestion and associated mobile emissions. The proposed project would accommodate existing roadway volumes and would not inherently result in an increase in vehicle trips in and of itself. Thus, operation of the proposed project would not result in an increase in long-term emissions. No impact would occur and no mitigation measures are required.

c) *Would the proposed project expose sensitive receptors to substantial pollutant concentrations?*

The proposed project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Less Than Significant Impact. Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest off-site sensitive receptors are the residences approximately 1,200 feet southwest of the project along Nevada Avenue.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 3, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during on-site construction activities compared with the South Coast AQMD's screening-level LSTs for sensitive receptors within 1,200 feet (366 meters) for NO_x, CO, PM₁₀, and PM_{2.5} in SRA 24: Perris Valley. As shown in Table 3, construction of the proposed project would not generate construction-related on-site emissions that would exceed the screening-level LSTs. Thus, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations. Therefore, localized air quality impacts from construction activities would be less than significant and no mitigation measures are necessary.

3. ENVIRONMENTAL EVALUATION

Table 3 Localized Construction Emissions

	Pollutants(lbs/day) ¹			
	NO _x	CO	PM ₁₀ ²	PM _{2.5} ²
South Coast AQMD ≤1.00-acre LST	510	11,697	128.33	56.47
Linear, Grubbing & Land Clearing, Asphalt Demolition, and Asphalt Demolition Reprocessing	11	64	12.49	2.52
Linear, Grubbing & Land Clearing	3	3	0.37	0.17
Linear, Paving and Paving	7	11	0.28	0.26
Exceeds LST?	No	No	No	No
South Coast AQMD 3.50-Acre LST	598	13,471	146.83	66.23
Linear, Grading & Excavation	24	29	3.31	1.16
Linear, Drainage, Utilities, & Sub-grade	20	23	2.86	0.92
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2022.1 and South Coast AQMD 2008a, 2011, and 2023.

Notes: In accordance with South Coast AQMD methodology, only on-site stationary sources and mobile equipment on the project site are included in the analysis. For the project site in SRA 24, NO_x, CO, PM₁₀, and PM_{2.5} screening level LSTs are based on sensitive receptors at 1,200 feet (366 meters) southwest along Nevada Avenue.

1 Based on information provided by the City. Where specific information for project-related construction activities or processes was not available, modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.

2 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 25 miles per hour on unpaved surfaces, and street sweeping with Rule 1186-compliant sweepers.

Construction Health Risk

Less Than Significant Impact. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). In 2015, the Office of Environmental Health Hazards Assessment (OEHHA) adopted guidance for preparation of health risk assessments, which included the development of a cancer risk factor and non-cancer chronic reference exposure level for DPM over a 30-year time frame (OEHHA 2015). Currently, South Coast AQMD does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The proposed project is anticipated to be completed in approximately ten months, which would limit the exposure to onsite and offsite receptors. Furthermore, construction activities would not generate on-site exhaust emissions that would exceed the screening-level construction LSTs. Thus, construction emissions would not pose a health risk to on- and off-site receptors, and project-related construction health impacts would be less than significant.

Operation LSTs

Less Than Significant Impact. Because the installation and use of stationary source equipment is not proposed as part of the project, operation of the proposed project would not generate substantial emissions from onsite stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur onsite and would require a permit from South Coast AQMD. The proposed project does not fall within these categories of uses. Localized air quality impacts related to operation-related emissions would be less than significant and no mitigation measures are necessary.

Carbon Monoxide Hotspots

Less Than Significant Impact. Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Since South Coast AQMD does not currently have an adopted CO hotspot screening criteria, this analysis uses Bay Area Air District's recommended threshold. According to Bay Area Air District, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (Bay Area Air District 2023).

As described in Section XVII, *Transportation*, the proposed project would not affect existing travel patterns and would not generate an increase in vehicle trips. During opening year, the street segments at the intersection of Heacock Street and San Michelle Road would experience approximately 1,140 PM peak hour trips. Traffic volume data for new trips associated with the project are based on Table 4.13-12, "Significant Traffic Noise Increases Along Study Roadway Segments," of the MoVal 2040 Project EIR (2021). The proposed project would not add vehicle trips to the regional roadway network to cause an exceedance of 44,000 vehicles per hour or 24,000 vehicle per hour where vertical and/or horizontal mixing is substantially limited at an intersection. Therefore, the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Impacts would be less than significant and no mitigation measures are necessary.

3. ENVIRONMENTAL EVALUATION

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

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed project involves realignment and widening of a portion of Heacock Street as well as storm drainage improvements. These types of improvements would not fall within the aforementioned land uses and no operational odors are anticipated. Moreover, the proposed project would not introduce any new sources of odors during operation than what currently exists on the site. Emissions from construction equipment, such as diesel exhaust, and VOCs from paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Therefore, odor impacts would be less than significant and no mitigation measures are necessary.

3. ENVIRONMENTAL EVALUATION

IV. Biological Resources

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

3. ENVIRONMENTAL EVALUATION

The analysis in this section is based in part on the following study, which is in Appendix B of this Initial Study.

- *Biological Resource Evaluation for Heacock Street South Extension Project*, HANA Resources, Inc., December 2025.

DISCUSSION

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

Less Than Significant Impact. Special-status species include those listed as endangered or threatened under the federal Endangered Species Act or California Endangered Species Act, species otherwise given certain designations by the California Department of Fish and Wildlife, and plant species listed as rare by the California Native Plant Society.

The literature review resulted in a list of two vegetation communities that have been known to appear within the five-mile area. None of the sensitive vegetation community types were present within the project area, and both have a low probability of occurrence.

The literature review also resulted in a list of 41 special-status plant species that have been known to occur within the project area and surrounding five miles. One plant species was present, and the remaining 40 species having been determined to have no potential to occur in the project area. The project study area supports individuals of paniculate tarplant, found along the slopes of the drainage immediately adjacent to the west of Heacock Street. The survey area's disturbed habitat is dominated by nonnative vegetation and limited habitat corridors, resulting in a low to no potential for occurrence in the survey area for other sensitive species identified in the literature review. Additionally, paniculate tarplant is not a listed species under either the federal or state endangered species act, not covered by the Multiple Species Habitat Conservation Plan (MSHCP), and does not require additional focused surveys.

Additionally, the literature review resulted in a list of 58 special-status wildlife species that have been known to occur within the project area and surrounding five miles. Two of these special-status species were present, one was considered to have high potential of occurrence, one was considered to have moderate potential, two were considered to have low potential, and 52 were considered to have no potential to occur in the project area. The only two sensitive wildlife species encountered during the survey were single instances of loggerhead shrike and the California horned lark. Loggerhead shrike is a CDFW species of special concern and the California horned lark is a CDFW watchlist species. Both the Loggerhead shrike and California horned lark are covered by the MSHCP. No focused surveys are required for the loggerhead shrike or California horned lark due to coverage under the MSHCP.

3. ENVIRONMENTAL EVALUATION

The proposed project's roadway improvements would be confined to widening and realigning of the roadway and storm drain improvements. As discussed above, the species identified within the project study area are not listed species under the federal or state endangered species act or are covered under the MSHCP. Therefore, the proposed project would not impact any candidate, sensitive, or special-status species, and a less-than-significant impact would occur.

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

Less Than Significant Impact. The proposed project is an existing roadway and includes widening and realignment of the roadway and storm drain improvements. The proposed roadway improvements would involve work adjacent to the Perris Valley Channel, a flood control facility that may support limited riparian or jurisdictional features. The proposed storm drainage improvements are not within the jurisdiction of the Riverside County Flood Control and Water Conservation District, in partnership with the March Joint Powers Authority and MARB. Improvements within or near the channel could temporarily disturb existing vegetation and channel banks during construction activities such as grading, utility relocation, or bridge or culvert modifications. However, with implementation of applicable permits, best management practices, and avoidance and minimization measures, such as limiting disturbance to previously impacted areas, restoring temporarily disturbed areas, and complying with CDFW and Regional Water Quality Control Board requirements, the proposed project would not result in a substantial adverse effect on riparian habitat or other sensitive natural communities. Additionally, no sensitive natural communities were observed within the project study area. No suitable habitat for sensitive mammals, reptile, or fish species exists on the project site that would be threatened by the proposed project development. Based on the Biological Resources Evaluation (see Appendix B), the project site has no riparian habitat or other sensitive natural community; no wetlands or other jurisdictional waters of the United States; and no surface water bodies, drainages, streams, or waterways. Therefore, impacts would be less than significant.

- c) *Would the proposed project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less Than Significant Impact with Mitigation Incorporated. Three types of wetlands were identified within 500 feet of the project boundaries, though none were found within the project's proposed street expansion and construction areas. Although the Wetland Mapper indicates a wetland type being present on the northeastern portion of the site, this area is being directly occupied by an industrial distribution center and paved parking lot (USFW 2026). The

3. ENVIRONMENTAL EVALUATION

proposed project work areas do not directly overlap with existing wetlands or the Perris Valley Channel.

Where feasible, any aquatic features, including the wetland polygons identified in the vicinity of the project area, must be avoided and minimally disturbed through best management practices to the greatest extent feasible. As part of a Stormwater Pollution Prevention Plan (SWPPP), erosion control measures and stormwater best management practices must be incorporated into construction plans, particularly along slopes that drain toward mapped aquatic features or drainages. These may include straw wattles, silt fencing, or stabilized construction entrances to prevent sediment transport. Implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that construction activities do not disturb adjacent aquatic resources and that monitoring would be required during construction activities to ensure BMPs identified in the SWPPP are being implemented.

Impact BIO-1: The proposed project would potentially have an impact on wetlands.

Mitigation Measure BIO-1: When feasible, construction activities adjacent to potential aquatic resources shall be scheduled during the dry season (typically May through October) to reduce the risk of hydrologic disruption and erosion. If work must occur outside of the dry season (November through April), enhanced sediment and erosion controls should be used (e.g., two rows of silt fencing or wattles, sediment traps, etc.). Disturbed soils should be stabilized as soon as practicable following construction through native seed mixes, erosion control blankets, or equivalent methods as approved by agencies.

Mitigation Measure BIO-2: To ensure compliance, a qualified monitor must conduct a detailed site inspection at least once per week, or as frequently required by the project-specific SWPPP, during active construction within or adjacent to aquatic features, and within 24 hours following any rainfall event. Monitoring shall include inspection of all erosion and sediment control measures, photo documentation of work areas, and verification of adherence to avoidance and minimization measures. A weekly monitoring report summarizing site conditions, compliance status, and any corrective actions taken shall be submitted to the lead agency and maintained in the project file. The qualified monitor shall have the authority to halt work if noncompliance is observed until corrective measures are implemented.

Implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that construction activities associated with the proposed project would not impact nearby wetlands and impacts would be less than significant impact with mitigation incorporated.

3. ENVIRONMENTAL EVALUATION

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

Less Than Significant Impact with Mitigation Incorporated. The proposed project area is within a Multiple Species Habitat Conservation Plan (MSHCP) -designated burrowing owl survey area. The burrowing owl (BUOW) was determined to have a high potential of occurrence due to the presence of suitable habitat within the project area and having multiple modern occurrences documented within 5 miles of the project area.

As a result of a comprehensive Step I habitat assessment, HANA biologists did not detect the presence, occupied burrows, or sign of BUOW. However, suitable habitat conditions were recorded within the project area, necessitating implementation of Step II breeding season surveys and census to determine owl presence onsite and follow-up reporting requirements in the form of a summary resource report (Step III).

Impact BIO-2: The proposed project would have a potential impact on the burrowing owl.

Mitigation Measure BIO-3: Preconstruction surveys must be conducted and adhere to requirements under the California Endangered Species Act (CESA) and Riverside County burrowing owl (BUOW) surveying protocol (within 30 days prior to ground disturbance). If the BUOW is observed within the disturbance area, immediate consultation with the CDFW is required to obtain appropriate permits and implement mitigation measures. The CDFW's 2012 Staff Report on Burrowing Owl Mitigation and Riverside County's "Burrowing Owl Survey Instructions for the Western Riverside MSHCP Area" provide standardized guidelines for conducting burrowing owls (BUOW) surveys to assess BUOW habitat, BUOW occupancy, evaluating project impacts, and determining appropriate mitigation measures. These guidelines outline avoidance, minimization, and mitigation strategies, including pre-construction survey protocol, standardized buffer setbacks, avoidance measures, translocation efforts (active relocation off-site), and the construction of artificial burrows, to effectively address potential impacts on the species.

This phase involves implementing focused breeding season surveys and a census to conclusively determine if BUOWs utilize the site for foraging or nesting, thereby informing a final summary resource report. To accurately assess BUOW site occupancy, Step II surveys (Part A and Part B) will need to be conducted during the breeding season (March 1 to August 31). It should be noted that CDFW is currently conducting a comprehensive status review of the western BUOW, a process started in October 2024 and expected to take 12 to 18 months. During this period, the species will continue to receive full CESA protections. The Commission will then decide whether to formally list the species as threatened or endangered based on the review's findings.

3. ENVIRONMENTAL EVALUATION

Mitigation Measure BIO-3 would require preconstruction surveys of the BUOW if construction takes place during breeding season. Therefore, implementation of Mitigation Measure BIO-3 would reduce potential impacts to BUOW to less than significant.

e) *Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant Impact. The proposed project is not within a federally designated critical habitat or any riparian or wetland habitats. Based on the Biological Resources Evaluation (see Appendix B), the project site has a “limited connectivity opportunity” and would not impact essential wildlife corridors. No trees currently exist on the project site and therefore the proposed project would not conflict with any tree preservation policies. The proposed project’s roadway improvements would be confined to widening and realigning of the roadway and storm drain improvements. Therefore, a less-than-significant impact would occur.

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

Less Than Significant Impact with Mitigation Incorporated. The project site is an existing roadway. The project area is within the Reche Canyon/Badlands Area Plan of the Western Riverside County MSHCP. The project site is not located within a Criteria Area or Cell group. However, the proposed project area is within a designated burrowing owl survey area. The BUOW was determined to have a high potential of occurrence due to the presence of suitable habitat within the project area and having multiple modern occurrences documented within 5 miles of the project area. Implementation of Mitigation Measure BIO-3 would require preconstruction surveys of the BUOW if construction takes place during breeding season and would reduce potential impacts to BUOW to less than significant. Additionally, construction of the proposed project would be limited to the project area. Therefore, a less-than-significant impact would occur.

3. ENVIRONMENTAL EVALUATION

V. Cultural Resources

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The analysis in this section is based in part on the following study, which is in Appendix C of this Initial Study.

- *Cultural Resources Survey Report*, HANA Resources, Inc., November 2025.

DISCUSSION

a) *Would the proposed project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered “historically significant” if it meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

3. ENVIRONMENTAL EVALUATION

- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The proposed project would involve the widening and realignment to an already existing roadway. The project site does not contain any buildings, structures, or objects that could qualify as a historical resource under CEQA.

Additionally, based on the Cultural Resources Report (see Appendix C) no potential historical resources were encountered within the study area. Two previously recorded linear features of historical origin are adjacent to the study area—Lateral B of the Perris Valley Channel (Site 33-024867/33-029118) and Webster Avenue (Site 33-024868). Both of them were previously determined not to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources. This study has not uncovered any new information that would warrant a reconsideration of the previous evaluations of these features. Therefore, these features were concluded to not qualify as historical resources for CEQA-compliance purposes. Therefore, there would be no impact to historical resources.

b) *Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Less Than Significant Impact with Mitigation Incorporated. Implementation of the proposed project would result in limited ground disturbance for the widening and realignment to an already existing roadway. Ground-disturbing activities would be limited to the work needed for the extension of Heacock Street. The proposed project would not require extensive excavation. The proposed project would occur within the boundaries of the project site, which is already developed with a roadway and the southern portion has been previously disturbed; thus, the potential for discovery of archaeological resources would be minimal. Nevertheless, ground-disturbing activities from the proposed project have the potential to uncover unknown archaeological resources. Therefore, this impact is potentially significant.

Impact CUL-1: Ground-disturbing activities from the proposed project have the potential to uncover unknown archaeological resources.

Mitigation Measure CUL-1: Archaeological Monitoring. Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground-disturbing activities at/on the project site. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribes (Pechanga Band of Indians and the Agua Caliente Band of Cahuilla Indians), including the contractor, and the City, shall develop a CRMP as defined in TCR-2. The Project archeologist shall attend the pre-grading meeting with the City, the construction manager, and any contractors and will conduct a mandatory Cultural Resources Worker

3. ENVIRONMENTAL EVALUATION

Sensitivity Training to those in attendance. The archaeological monitor shall have the authority to temporarily halt and redirect earth-moving activities in the affected area in the event that suspected archaeological resources are unearthed.

Mitigation Measure CUL-2: Archaeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the South Coastal Information Center (SCIC) at the San Diego State University (SDSU), and one (1) copy shall be submitted to each of the Consulting Tribe(s) Cultural Resources Department(s).

Implementation of Mitigation Measure CUL-1 and CUL-2 would ensure that, in the event that archaeological resources are discovered during ground-disturbing activities, archaeological resources would be recovered in accordance with state and federal requirements. If archaeological resources are discovered during ground-disturbing activities, all ground distributing activities shall halt and a qualified archeologist would be retained to assess such findings and ensure the proper handling of resources. Additionally, before final inspection, the developer or permit holder must have the Project Archaeologist submit required Phase III and Phase IV cultural resources reports, including documentation of cultural sensitivity training for construction staff, for review by the Community Development Department. If the reports are deemed adequate and the condition is cleared, copies must then be submitted to the South Coastal Information Center at San Diego State University and to the Cultural Resources Departments of the consulting tribes. Implementation of Mitigation Measure CUL-1 and CUL-2 would reduce impacts to archaeological resources to a less-than-significant level.

c) *Would the proposed project disturb any human remains, including those interred outside of dedicated cemeteries?*

Less Than Significant Impact. There are no cemeteries or known human burials at the project site, which has been developed with existing roadway. However, the proposed project would include ground-disturbing activities with the limited potential to uncover previously unknown human remains. Nevertheless, ground-disturbing activities from the proposed project have the potential to uncover unknown human remains. Therefore, this impact is potentially significant.

Impact CUL-2: Ground-disturbing activities from the proposed project have the potential to uncover human remains.

3. ENVIRONMENTAL EVALUATION

Mitigation Measure CUL-3: Human Remains. If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the “most likely descendant”. The “most likely descendant” shall then make recommendations and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA). No photographs are to be taken except by the coroner, with written approval by the consulting Tribe(s).

Mitigation Measure CUL-4: Non-Disclosure of Reburial Locations. It is understood by all parties that, unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Implementation of Mitigation Measure CUL-2 and CUL-3 would ensure that if human remains are discovered, work must stop in the area until the County Coroner determines their origin, and if they are potentially Native American, the Native American Heritage Commission must be notified so a “most likely descendant” can be identified to guide treatment and consultation. Any reburial locations must remain confidential and exempt from public disclosure under California law, with photographs restricted to the coroner and subject to approval by consulting tribes. Therefore, implementation of Mitigation Measure CUL-2 and CUL-3 would reduce impacts to a less-than-significant level.

3. ENVIRONMENTAL EVALUATION

VI. Energy

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

DISCUSSION

- a) *Would the proposed project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less Than Significant Impact. The following discusses the potential energy demands from short-term construction and long-term operational energy consumption associated with the proposed project.

Short-Term Construction Impacts

Electrical Energy

Electricity use during construction of the proposed project would vary during different phases of construction. Construction of the proposed project would not require electricity to power most construction equipment. Later construction phases could result in the use of electricity-powered equipment. It is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

3. ENVIRONMENTAL EVALUATION

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant with respect to natural gas usage.

Transportation Energy

Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles. In addition, transportation energy demand would come from the use of off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as those used during asphalt demolition, asphalt demolition reprocessing, grading, and excavation, would be gas or diesel powered.

The use of energy resources by vehicles and equipment would fluctuate according to the phase of construction and would be temporary. In addition, all construction equipment would cease operating upon completion of proposed project construction. Thus, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure.

Moreover, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would also not result in unnecessary use of energy since the project site is centrally located in an urbanized and residential area of the City served by numerous regional freeway systems (e.g., Interstate-215) that provide the most direct routes from various areas of the region. Thus, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant and no mitigation measures are necessary.

Long-Term Impacts During Operation

The proposed project would not result in long-term operational impacts to energy. The proposed project involves realignment and widening a portion of Heacock Street as well as storm drainage improvements. The proposed project is being developed to accommodate existing and planned roadway volumes and would not in and of itself utilize any energy resources. Thus, the proposed project would not result in inefficient, wasteful, and unnecessary consumption of energy during operation. No impact would occur and no mitigation measures are necessary.

3. ENVIRONMENTAL EVALUATION

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

No Impact. The State's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. The Renewable Portfolio Standards (RPS) goals have been periodically updated since adoption of SB 1078 in 2002. In general, California has RPS requirements of 50 percent by 2026, 52 percent by 2027, 60 percent by 2030, 90 percent by 2035, 95 percent by 2040, and 100 percent by 2045.

The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as Southern California Edison (SCE), whose compliance with RPS requirements would contribute to the State objective of transitioning to renewable and carbon-free energy. The proposed project involves new roadway improvements along a portion of Heacock Street as well as storm drainage improvements. The proposed project is being developed to accommodate existing and planned roadway volumes and would not in and of itself use any energy resources. Therefore, the project would not conflict with state or local plans for renewable energy or energy efficiency. No impact would occur, and no mitigation measures are necessary.

VII. Geology and Soils

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐

3. ENVIRONMENTAL EVALUATION

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

DISCUSSION

- a) ***Would the proposed project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - ii. **Strong seismic ground shaking?**
 - iii. **Seismic-related ground failure, including liquefaction?**

3. ENVIRONMENTAL EVALUATION

iv. Landslides?

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture on habitable buildings. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area where the fault breaks along the surface. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years. The project site is located within the Perris Block, a tectonically stable region bounded by the Chino fault and Elsinore trough on the west, the San Jacinto fault zone to the east and northeast, the Cucamonga fault to the north, and the San Filipe fault zone to the south (Moreno Valley 2021). The nearest active fault is the San Jacinto Fault, which is located approximately 9 miles east of the project site (USGS 2026). Therefore, the likelihood of surface fault rupture is low, and impacts would be less than significant.

Southern California is a seismically-active region. Impacts from ground shaking could occur many miles from an earthquake epicenter. The potential severity of ground shaking depends on many factors, including the distance from the originating fault, the earthquake magnitude, and the nature of the earth materials beneath a given site. Moderate to strong ground shaking can be anticipated, as with current conditions. Because of the proximity to known faults and because the entire southern California region is considered seismically active, there is a potential for people and structures to experience strong ground shaking in the future from local and regional faults. However, the site is not on or within 1,500 feet of a known active fault or geologically hazardous area. Additionally, the project does not propose placing any habitable structure nor any structures that could be at risk of collapse due to strong seismic ground shaking. Impacts would be less than significant.

Liquefaction is a phenomenon in which saturated cohesionless soils undergo a temporary loss of strength during severe ground shaking and acquire a degree of mobility sufficient to permit ground deformation. In extreme cases, the soil particles can become suspended in groundwater, resulting in the soil deposit becoming mobile and fluid-like. Liquefaction is generally considered to occur primarily in loose to medium dense deposits of saturated sandy soils. Thus, three conditions are required for liquefaction to occur: (1) a sandy soil of loose to medium density; (2) saturated conditions; and (3) rapid, large strain, cyclic loading, normally provided by earthquake motions.

According to the City's 2021 General Plan Update EIR, the project site is not within a liquefaction susceptibility zone or within an area susceptible to landslides. Additionally, the proposed project would not develop any habitable structures and would not expose people or structures to strong seismic-related ground failure, including liquefaction or landslides that could be triggered as a result of the proposed project. Impacts would be less than significant.

3. ENVIRONMENTAL EVALUATION

b) *Would the proposed project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. The proposed project involves the widening and realignment of a portion of Heacock Street in the City of Moreno Valley. Construction activities would include ground disturbance for grading, excavation, and paving, installation of curbs, gutters, sidewalks, drainage improvements, and removal and replacement of soil in certain areas. These activities could create a potential for soil erosion and topsoil loss, particularly during site preparation and construction phases.

The proposed project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the project would disturb one acre or more. Additionally, standard construction BMPs and regulatory controls would be implemented to minimize erosion and topsoil loss. Therefore, impacts would be less than significant.

c) *Would the proposed project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. The proposed project involves ground disturbance for grading, drainage improvements, and road construction, but does not involve construction of buildings or large structures sensitive to geologic hazards. The project site is flat and is not adjacent to any slope or hillside area. Thus, on- or off-site landslides would not occur. Hazards arising from liquefaction and landslides would be less than significant, as discussed under criteria (a)(iii) and (a)(iv). Therefore, impacts would be less than significant.

d) *Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less Than Significant Impact. Expansive soils may exist in the area; however, the proposed project does not involve residential or commercial development. The proposed project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the project would disturb one acre or more. Additionally, standard construction BMPs and regulatory controls would be implemented to meet roadway safety standards to the satisfaction of the Department of Public Works to minimize risks to life or property due to expansive soils. Therefore, impacts would be less than significant.

e) *Would the proposed project 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?*

No Impact. The proposed project involves the widening and realignment of a portion of Heacock Street and storm drainage improvements. The proposed project does not propose the

3. ENVIRONMENTAL EVALUATION

use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur.

f) *Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact with Mitigation Incorporated. A paleontological resource is a natural resource characterized as faunal or floral fossilized remains but may also include specimens of non-fossil material dating to any period preceding human occupation. A significant impact would occur if ground-disturbing activities (e.g., grading, excavation) associated with project construction would disturb, damage, or destroy previously unknown buried paleontological features and deposits that could be considered significant resources.

Construction activities would require grading, excavation, and trenching over the project site. In the unlikely event that paleontological resources are discovered during excavation or grading, potential impacts would be reduced through compliance with regulatory requirements (California Public Resources Code Section 21083.2) and implementation of Mitigation Measure GEO-1.

Impact GEO-1: Ground-disturbing activities from the proposed project have the potential to uncover unknown paleontological resources.

Mitigation Measure GEO-1: In the event that fossils or fossil locality deposits are discovered during construction, excavations within 50 feet of the fossil locality shall be temporarily halted until removal of the fossil localities. The contractor shall notify a qualified paleontologist to investigate its significance. If the fossil locality is determined to be significant by the qualified paleontologist, the paleontologist shall work with the City to follow accepted professional standards such as further testing for evaluation or data recovery, as necessary.

Implementation of Mitigation Measure GEO-1 would ensure that impacts to unknown paleontological resources are less than significant.

3. ENVIRONMENTAL EVALUATION

VIII. Greenhouse Gas Emissions

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.¹

Information on manufacture of cement, steel, and other “life cycle” emissions that would occur as a result of the project are not applicable and are not included in the analysis.² Black carbon emissions are not included in the GHG analysis because the California Air Resources Board

¹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

² Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (LCI 2008).

3. ENVIRONMENTAL EVALUATION

(CARB) does not include this short-lived climate pollutant in the state's Senate Bill 32 (SB 32) and Assembly Bill 1279 (AB 1279) inventory but treats it separately.³ A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

DISCUSSION

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

As described in the traffic study, the proposed project would not affect existing travel patterns and would result in a net zero increase in vehicle miles traveled (VMT) (Appendix E). Therefore, operation of the proposed project would not result in an increase in GHG emissions. Annual average construction emissions were amortized over 30 years and are included in the emissions inventory to account for one-time GHG emissions from the construction phase of the proposed project.

As seen in Table 4, *Project-Related Operation GHG Emissions*, construction of the proposed project would generate a total of 27 MTCO₂e per year, amortized over 30 years. Amortized construction activities would not result in GHG emissions that would exceed South Coast AQMD's bright-line significance threshold of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year (South Coast AQMD 2010). Therefore, GHG emissions impacts would be less than significant, and no mitigation measures are necessary.

³ Particulate matter emissions, which include black carbon, are analyzed in Section III, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017).

3. ENVIRONMENTAL EVALUATION

Table 4 Project-Related Operation GHG Emissions

Source	GHG Emissions (MTCO ₂ e/Year)
30-Year Construction Amortization ¹	27
South Coast AQMD Bright-Line Threshold	3,000 MTCO ₂ e/Year
Exceeds Bright-Line Threshold?	No

Source: CalEEMod, Version 2022.1.

Notes: MTons = metric tons; MTCO₂e = metric ton of carbon dioxide equivalent

1 Total construction emission are amortized over 30 years per South Coast AQMD Working Group methodology (South Coast AQMD 2008b).

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

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). A consistency analysis with these plans is presented below.

CARB Scoping Plan

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279 (CARB 2022). The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Statewide strategies to reduce GHG emissions include the low carbon fuel standards, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the State is on target to achieve the GHG emissions reduction goals of AB 32, SB 32, and AB 1279.

Overall, the proposed project would not generate new vehicle trips and would result in a less than significant transportation impact related to VMT. Thus, the proposed project would not generate long-term GHG emissions. Additionally, project construction-related GHG emissions would be reduced from compliance with statewide measures pertaining to on-road vehicles, off-road equipment, and transportation fuels that have been adopted since AB 32, SB 32, and AB 1279 were adopted. Therefore, the proposed project would not obstruct implementation of the 2022 Scoping Plan, and impacts would be less than significant. No mitigation measures are necessary.

3. ENVIRONMENTAL EVALUATION

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2024-2050 RTP/SCS, Connect SoCal, in April 2024. Connect SoCal is a long-term plan for Southern California region that details the development, integrated management and operation of transportation systems and facilities that will function as an intermodal transportation network for the SCAG metropolitan planning area (SCAG 2024). This plan outlines a development pattern that demonstrates how the region can sustainably accommodate needed housing and job centers with multimodal mobility options. The overarching vision is to expand alternatives to driving, advance the transition to clean-transportation technologies, promote integrated and safe transit networks, and foster transit-oriented development in compact and mixed-use developments (SCAG 2024). In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG-emission-reduction goals and federal Clean Air Act requirements. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency to governments and developers. The proposed project would only involve roadway improvements to an existing street and storm drainage improvements and would not interfere with SCAG's ability to implement the regional strategies outlined in the SCS. Therefore, impacts would be less than significant and no mitigation measures are necessary.

IX. Hazards and Hazardous Materials

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3. ENVIRONMENTAL EVALUATION

Issues	Potentially Significant Impact	Less Than Significant Impact 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?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

DISCUSSION

a) *Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. The proposed project would not involve the routine transport, use, or disposal of hazardous substances. The proposed project's roadway improvements would be confined to widening and realigning of the roadway and storm drain improvements. During construction, limited quantities of common hazardous materials such as fuels, oils, and lubricants could be used to operate equipment. However, these materials would be stored, handled, and disposed of consistent with applicable regulations, and spill prevention BMPs would be implemented to minimize the risk of accidental release. Following construction, the

3. ENVIRONMENTAL EVALUATION

proposed project would not involve the ongoing use or storage of hazardous materials. Therefore, impacts would be less than significant.

- b) *Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less Than Significant Impact. The limited use of hazardous materials during construction could result in accidental release (e.g., fuel spills). However, contractors would be required to implement spill prevention and containment BMPs, and any accidental release would be subject to cleanup and reporting requirements under existing law. The proposed project would not introduce ongoing hazardous material use. Therefore, impacts would be less than significant.

- c) *Would the proposed project 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. There are no schools located within one-quarter mile of the project site. The nearest school is Rainbow Ridge Elementary School, located 1.4 miles northeast of the project site. While there are no schools located within one-quarter of a mile of the project site, haul routes for equipment and material during construction could use roads that pass closer to the school. The proposed project, including transport trucks, would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, except for conventional types of fuels. The proposed project operation does not involve the handling of hazardous emissions or acutely hazardous materials. Therefore, no impact would occur.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

No Impact. The Cortese List provides information about the location of hazardous materials release sites in compliance with Government Code Section 65962.5. The project site is not listed on the Cortese List of hazardous materials sites (DTSC 2025). Therefore, 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 or excessive noise for people residing or working in the project area?***

No Impact. As discussed further in Section XIII, *Noise*, the project site is located approximately 1,100 feet south of March Air Reserve Base. The project site is located within the 65 dBA and 70 dBA CNEL airport noise contours for MARB. The project would not locate noise sensitive uses within the vicinity of MARB. Workers would be exposed to MARB 65 dBA and 70 dBA CNEL

3. ENVIRONMENTAL EVALUATION

airport noise during construction; however, these would be individual aircraft events and are not considered excessive. Therefore, implementation of the proposed project would not result in increased exposure of people working at the project site to aircraft noise and no impact would occur.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant. Construction activities could temporarily affect access along Heacock Street. However, coordination with the Department of Public Works and implementation of traffic control would ensure that emergency access and evacuation routes remain open and unimpeded during project construction. The proposed project would not adversely interfere with emergency response or evacuation plans. Therefore, impacts would be less than significant.

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

No Impact. As discussed in Section XX, *Wildfire*, the proposed project is not located within a Local Responsibility Area (LRA) designated as a Very High Fire Hazard Severity Zone (VHFHSZ). The project site is not located in or near an SRA or lands classified as VHFHSZ. The nearest FHSZ to the project site is located approximately 2 miles east. The proposed project would not impair an adopted emergency evacuation or response plan within such an area. Therefore, the project would not directly or indirectly expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

X. Hydrology and Water Quality

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

3. ENVIRONMENTAL EVALUATION

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

DISCUSSION

a) ***Would the proposed project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Less Than Significant Impact. Construction could generate temporary pollutants such as sediment, debris, fuel, or oil from equipment that could degrade surface water quality if unmanaged. The proposed project would be subject to the Construction General Permit and will prepare and implement a SWPPP incorporating BMPs (e.g., silt fencing, spill prevention, stabilized staging areas) to prevent discharge of pollutants. The project site is already developed as an existing roadway and would expand the new roadway improvements into

3. ENVIRONMENTAL EVALUATION

undeveloped areas that is served by a municipal storm drain system. The proposed project includes roadway improvements and realignment, and improvements to the existing storm drain, and would not generate any long-term wastewater discharge or introduce pollutants to stormwater systems beyond existing baseline conditions, nor would the proposed project impact groundwater recharge or quality. Therefore, the proposed project would not violate water quality standards or substantially degrade surface or groundwater quality, and impacts would be less than significant.

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

No Impact. The proposed project does not require groundwater withdrawal and would not install wells or other groundwater facilities. The proposed project includes roadway improvements, which would be confined to widening and realigning of the existing roadway and storm drain improvements. Therefore, the proposed project would not affect groundwater supplies or recharge, and no impact would occur.

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

- i. result in a substantial erosion or siltation on- or off-site;**
- ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- iv. impede or redirect flood flows?**

Less Than Significant Impact. The proposed project would not alter the course of a stream or river, and would not result in a substantial net increase in impervious surface area above existing conditions. The existing alignment would be removed as a part of the proposed project. The proposed project includes roadway improvements, which would be confined to widening and realigning of the existing roadway and storm drain improvements. Construction activities could cause localized erosion or siltation, but because the proposed project will disturb more than one acre, it must comply with the Construction General Permit, which requires preparation of a SWPPP and implementation of BMPs to minimize potential discharges. The proposed Project would be designed in such a way as to not substantially increase surface runoff or cause flooding. The proposed project would also not exceed the capacity of stormwater systems or

3. ENVIRONMENTAL EVALUATION

generate substantial polluted runoff, as construction BMPs would prevent discharges of sediment or other pollutants, nor would the roadway and drainage improvements impede or redirect flood flows. Therefore, impacts related to drainage patterns would be less than significant.

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

No Impact. The proposed project is not located within a flood hazard area, tsunami zone, or near a body of water where a seiche could occur, and therefore would not risk the release of pollutants due to inundation. According to FEMA Flood Insurance Rate Maps (FIRMs), the project site is in Zone X, which is considered minimal flood hazard and outside of the 100- and 500-year floodplains. The project site lies well inland and outside of the mapped tsunami inundation zone established by the California Emergency Management Agency. There are no large, enclosed bodies of water, such as reservoirs or lakes, near the site that could pose a seiche risk. Additionally, the project does not include hazardous material storage or uses that would increase risk in the event of inundation.

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

No Impact. The proposed project would comply with applicable water quality regulations, including the Construction General Permit and the water quality objectives and beneficial use protections established in the Water Quality Control Plan adopted and enforced by the Santa Ana Regional Water Quality Control Board. The Project site is underlain by the San Jacinto Groundwater Basin; implementation of the proposed project would not affect groundwater supply or recharge. Therefore, the proposed Project would not conflict with a water quality control plan or groundwater management plan and no impact would occur.

XI. Land Use and Planning

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

3. ENVIRONMENTAL EVALUATION

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

DISCUSSION

a) *Would the proposed project physically divide an established community?*

No Impact. The proposed project would widen and realign an existing segment of Heacock Street. The project site consist of an existing roadway and would expand the new roadway improvements into undeveloped areas. Surrounding land is developed with urban land uses, including commercial and industrial land uses. The proposed project would not divide an established community. Therefore, no impact would occur

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

No Impact. No change to the project site's existing general plan land use or zoning designation is proposed or necessary for project implementation. To implement the proposed roadway improvements, the proposed project will require the partial acquisition of adjacent properties along the proposed project site. The project does not propose any land use changes beyond those required for transportation infrastructure and public right-of-way purposes. Acquisition of these properties would not result in the displacement of residences or businesses or conflict with existing land uses and zoning. Therefore, the proposed project would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, no impact would occur.

3. ENVIRONMENTAL EVALUATION

XII. Mineral Resources

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

DISCUSSION

a) *Would the proposed project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?*

No Impact. As discussed in the City's General Plan Update EIR, majority of the land in the city, including the project site, is designated as a Mineral Resource Zone (MRZ) 3 (Moreno Valley 2021). MRZ-3 is defined as areas that contain known mineral deposits but their significance cannot be evaluated from available data. This MRZ category is not considered significant mineral resources. On this basis, the implementation of the proposed project would not result in any impacts to mineral resources that would be of value to the region and/or residents of the State. No impact would occur, and no mitigation is required.

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

No Impact. As discussed above, the project site is not mapped in a mineral resource area, a surface mining district, an oil drilling district, or in a State-designated oil field. No zoning, general plan, specific plan, or any other land use plan delineates the site as a site containing mineral resources. As such, it is not currently used for mineral resource extraction, and there are no plans to use the site for mineral resource extraction in the future. Development of the proposed project would not cause a loss of availability of a mining site. Therefore, no impact would occur.

3. ENVIRONMENTAL EVALUATION

XIII. Noise

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. The analysis in this section is based on the noise modeling prepared by PlaceWorks in July 2025 which is summarized herein and included as Appendix D.

Would the project result in:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

Noise is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, State of California, and City of Moreno Valley have established criteria to protect public health and safety and to prevent disruption of certain human activities. Additional information on noise and vibration fundamentals is contained in Appendix D.

3. ENVIRONMENTAL EVALUATION

SENSITIVE RECEPTORS

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, natural areas, parks and outdoor recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The nearest sensitive receptors to the project site are single-family residential uses to the southwest along Nevada Avenue, south of Harley Knox Boulevard.

APPLICABLE STANDARDS

City of Moreno Valley Municipal Code

The City regulates noise through the municipal code in Chapter 11.80, Noise Regulation. The City of Moreno Valley Municipal Code limits construction activities in two parts of the code: Sections 8.14.040(E) and 11.80.030(D)(7). Section 8.14.040(E) states that construction within the city shall only occur from 7:00 am to 7:00 pm from Monday through Friday excluding holidays and from 8:00 am to 4:00 pm on Saturdays. Section 11.80.030(D)(7) states that no person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of 8:00 pm and 7:00 am such that the sound creates a noise disturbance. For power tools specifically, 11.80.030(D)(9) states that no person shall operate or permit the operation of any mechanically, electrically or gasoline motor-driven tool during nighttime hours that causes a noise disturbance across a residential property line.

The City of Moreno Valley Municipal Code does not establish quantified limits for vibration levels. Section 9.10.170 states that “No vibration shall be permitted which can be felt at or beyond the property line.” To determine project construction induced vibration impact significance, the Federal Transit Administration (FTA) vibration criteria are used. A vibration impact would occur if vibration levels exceed 0.20 inches/second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential).

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

The March Air Reserve Base/Inland Port Airport adopted an Airport Land Use Compatibility Plan (ALUCP) on November 13, 2014. The project site is within multiple compatibility zones noted in Figure MA-1 of the ALUCP, including Zones A, B2, and C1, and is within the 65 to 75 dBA noise contours as noted in Figure MA-4 of the ALUCP. Table MA-1 of the ALUCP notes noise, safety, and airspace protection factors for each of the compatibility zones, describing noise impacts for Zones A and B2 as “High” while noise impacts in Zone C1 are characterized as “Moderate to High.” Table MA-2 notes restrictions on uses in addition to other conditions for development within each zone. As a roadway extension project, the proposed project would not introduce

3. ENVIRONMENTAL EVALUATION

any permanent residents, workers, or visitors within these ALUCP zones and is not otherwise applicable to the restrictions listed in Table MA-2 of ALUCP.

DISCUSSION

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

Construction Noise

Less Than Significant Impact. Noise generated by on-site construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each phase of construction involves different types of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest three pieces of equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction phase is determined by combining the L_{eq} contributions from the three loudest pieces of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions (commonly referred to as the usage factor). Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on what specific activity is being performed at any given moment.

Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively disregarding other attenuation effects from air absorption, ground effects, and shielding effects provided by intervening structures or existing solid walls), the average noise levels at noise-sensitive receptors could vary considerably, because mobile construction equipment would move around the site with different equipment mixes, loads, and power requirements.

The expected construction equipment mix was estimated and categorized by construction activity using the Federal Highway Administration Roadway Construction Noise Model (RCNM). Assuming the nearest receptor to the center of construction activities, construction-related noise levels would be up to 68 dBA L_{eq} (light industrial uses to the east). Construction noise levels at receptors further away are estimated to be even less. Results are summarized in Table 5, *Project Related Construction Noise Levels dBA*, at the nearest receptors. The project

3. ENVIRONMENTAL EVALUATION

would occur during the daytime hours per Moreno Valley Municipal Code Section 8.14.040(E). Construction noise levels would not exceed the Federal Transit Administration (FTA) threshold of 80 dBA L_{eq} at adjacent uses. In addition, project construction noise would not create a substantial increase in ambient noise levels in the vicinity of the project site at noise sensitive uses. Therefore, construction noise impacts would be less than significant.

Table 5 Project-Related Construction Noise Levels, dBA

Construction Activity Phase	Noise Levels in dBA L_{eq}			
	RCNM Reference Noise Level at 50 feet	Residence to Southwest at 1,200 feet	Light Industrial to East at 305 feet	Light Industrial to South at 640 feet
Asphalt Demolition	85	57	68	62
Asphalt Demolition Reprocessing	84	56	67	61
Linear, Grubbing & Land Excavation	82	54	65	59
Linear, Grading & Excavation	84	57	67	61
Linear, Drainage, Utilities, & Sub-Grade	84	57	67	61
Linear, Paving	79	51	62	56
Maximum dBA L_{eq}		57	68	62
Exceeds FTA's 80 dBA L_{eq} Threshold?		No	No	No

Notes: FHWA's RCNM software. Distance measurements were taken using Google Earth (2024) from the acoustical center of the project site.

dBA L_{eq} = Energy-Average (L_{eq}) Sound Levels.

See Appendix D.

Operational Noise

No Impact. A project will normally have a significant effect on the environment related to traffic noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an outdoor environment. Noise levels above 65 dBA CNEL are normally unacceptable at sensitive receptor locations such as residences, and noise environments in these areas would be considered degraded. Based on this, a significant impact would occur if the following traffic noise increases occur relative to the existing noise environment:

- 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher
- 3 dBA in ambient noise environments of 60 to 64 dBA CNEL
- 5 dBA in ambient noise environments of less than 60 dBA CNEL

3. ENVIRONMENTAL EVALUATION

- Noise levels above 65 dBA CNEL at sensitive receptor locations

With the implementation of the proposed project, traffic along Heathcock Street would extend from San Michele Road and end at the Perris Valley Channel. Traffic volume data for new trips associated with the project are based on Table 4.13-12, “Significant Traffic Noise Increases Along Study Roadway Segments,” of the MoVal 2040 Project EIR (2021). The General Plan Update Year 2040 traffic noise levels for the Heacock Street segment north of the project, from Cactus Avenue to San Michelle Avenue, have been applied to the project extension. Based on the 2040 MoVal EIR traffic noise modeling results, project traffic noise levels would range between 70 dBA and 75 dBA CNEL at 50 feet. The nearest existing uses to the proposed roadway extension are light industrial uses to the east at approximately 305 feet and to the south at approximately 640 feet. Heacock Street extension traffic noise levels would range between 58 dBA and 63 dBA CNEL at the nearest industrial use to the project. The nearest noise-sensitive uses, residential, are approximately 1,200 feet to the southwest of the project and would be exposed to Heacock Street extension traffic noise levels ranging between 50 dBA and 54 dBA CNEL.

As discussed in Section XVII, *Transportation*, the proposed project is not land use related and does not affect connectivity within the roadway network as it primarily serves as a dead end. As the proposed project will not inherently generate trips or affect existing travel patterns, VMT is not expected to change with the proposed project and would result in a net zero increase in VMT (Appendix E). Therefore, traffic noise levels would not increase with implementation of the proposed project. As a result, no impact would occur.

- b) *Would the proposed project result in the generation of excessive groundborne vibration or groundborne noise levels?***

Construction Vibration

Less Than Significant Impact. Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. The use of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

Table 6, *Proposed Project’s Vibration Levels (in/sec PPV)*, summarizes vibration levels for typical construction equipment at a reference distance of 25 feet. Typical construction equipment can generate vibration levels ranging up to 0.21 inches per second (in/sec) PPV at 25 feet. Vibration levels at a distance greater than 75 feet would attenuate to 0.04 in/sec PPV or less.

3. ENVIRONMENTAL EVALUATION

Table 6 Proposed Project's Vibration Levels (in/sec PPV)

Construction Activity Phase	FTA Reference PPV (in/sec) at 25 feet	Residential Receptor at 1,200 feet	Light Industrial Receptor at 305 feet	Light Industrial Receptor at 640 feet
Equipment				
Vibratory Roller	0.21	0.001	0.005	0.002
Hoe Ram	0.089	0.000	0.002	0.001
Large Bulldozer	0.089	0.000	0.002	0.001
Loaded Trucks	0.076	0.000	0.002	0.001
Jackhammer	0.035	0.000	0.001	0.000
Small Bulldozer	0.003	0.000	0.000	0.000

Source: FTA 2018; Appendix D.

The City of Moreno Valley does not have an established threshold for assessing construction vibration impacts. The FTA maximum acceptable vibration standard of 0.2 in/sec PPV for nonengineered timber and masonry buildings is applied for assessing vibration impacts from project construction-related activities. The nearest structure to the site's construction activities, the light industrial use to the east, is approximately 305 feet away from the proposed construction area boundary. At this distance, construction vibration from a vibratory roller would attenuate to 0.005 in/sec PPV or less. Proposed construction activities would not exceed the FTA vibration standard of 0.2 in/sec PPV for nonengineered timber and masonry buildings. Therefore, impacts from construction vibration would be less than significant.

Operation

No Impact. The proposed project would not include the use of any large-scale stationary equipment that would result in excessive vibration levels. Therefore, the project would not result on groundborne vibration impacts during operations.

- c) ***Would the proposed project, for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?***

No Impact. The project site is located approximately 1,100 feet south of March Air Reserve Base. The project site is located within the 65 dBA and 70 dBA CNEL airport noise contours for MARB. The project would not locate noise-sensitive uses in the vicinity of MARB. Workers would be exposed to MARB 65 dBA and 70 dBA CNEL airport noise during construction; however, these would be individual aircraft events and are not considered excessive. Therefore, implementation of the proposed project would not result in increased exposure of people working at the project site to aircraft noise, and no impact would occur.

3. ENVIRONMENTAL EVALUATION

XIV. Population and Housing

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

DISCUSSION

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

No Impact. The proposed project would widen and realign an existing roadway and construct storm drain improvements. The proposed project does not include the construction of any new homes or businesses or changes to the existing land uses. The proposed project would not induce population growth either directly or indirectly. Therefore, no impact would occur.

- b) ***Would the proposed project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. The proposed project would widen and realign an existing roadway and construct storm drain improvements. Development of the proposed project would not involve the removal or relocation of any housing and would not displace any people or require the construction of any replacement housing. Therefore, no impact would occur.

3. ENVIRONMENTAL EVALUATION

XV. Public Services

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

DISCUSSION

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

Fire protection?

No Impact. Fire and emergency medical services are provided by Moreno Valley Fire Department (MVFD) under contract with the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE) for provision of services as part of an integrated regional fire protection system. MVFD is the primary response agency for fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues for the city. MVFD also provides a full range of fire prevention services including public education, code enforcement, plan check and

3. ENVIRONMENTAL EVALUATION

inspection services for new and existing construction, and fire investigation. Through a master mutual aid agreement, MVFD is obligated to provide fire apparatus to other jurisdictions in the region to assist in handling emergency calls for service, just as those jurisdictions are obligated to provide resources to the city. Additionally, the City's Office of Emergency Management is in the MVFD, allowing for a well-coordinated response to both natural and human-made disasters. The nearest fire station to the project site is RCFD Station 91 at 16110 Lasselle Street approximately 3 miles northeast.

The proposed project would not directly or indirectly induce population growth and would not increase the demand for fire protection services. Once complete, the proposed project would improve emergency and community access along Heacock Street. Therefore, no impact would occur.

Police protection?

No Impact. The Moreno Valley Police Department (MVPD) provides law enforcement services that enhance, protect, and promote the quality of life for local residents, businesses, and visitors. The City also contracts with the County of Riverside for police protection services. Since incorporation, the City has maintained an annual contract with the Riverside County Sheriff's Department for police protection and crime prevention services. MVPD provides a full range of protection and prevention services, including general law enforcement, traffic enforcement, investigations, and routine support services such as communications, evidence collection, analysis and preservation, training, administration, and records keeping. MVPD also provides law enforcement services at the Riverside University Health System Medical Center and the schools in the Moreno Valley Unified School District. The MVPD receives approximately 400 to 450 calls per day. Calls to the MVPD are prioritized and assigned by urgency, from greatest urgency through non-emergency calls. MVPD operates out of the Moreno Valley Station, located in the Civic Center Complex at Alessandro and Frederick, with satellite substations in several other locations throughout the city. The nearest station is the Riverside Sheriff's Department at 22850 Calle San Juan De Los Lagos, approximately 3.8 miles north.

The proposed project would not directly or indirectly induce population growth and would not increase the demand for police protection services. Therefore, no impact would occur.

Schools?

No Impact. Moreno Valley Unified School District (MVUSD) and Val Verde Unified School District (VVUSD) serve the City of Moreno Valley. The nearest school is within the VVUSD and is located approximately 2 miles north of the project site. Project construction would not interfere with school roadways or traffic. The proposed project would not directly or indirectly induce population growth and would not increase student enrollment or capacity. Therefore, no impact would occur.

3. ENVIRONMENTAL EVALUATION

Parks?

No Impact. The City of Moreno Valley maintains a Parks and Recreation Master Plan to guide the provision and maintenance of parks. However, because the proposed project does not induce population growth or generate new demand for park services, it does not conflict with or impact those planning objectives.

The proposed project would not introduce new residents or permanent users who would require additional parkland or recreational amenities. It would not result in increased use of nearby parks that could trigger the need for new or expanded facilities and would not affect any existing parkland or recreational facilities, nor is it located within a public park. Construction-related activity is temporary and would not interfere with public access to recreational areas. Therefore, no impact would occur.

Other public facilities?

No Impact. The proposed project would not generate new residents or users of library services and would not trigger a need for expanded facilities or public infrastructure. There are no direct or indirect impacts to existing libraries or performance standards. The proposed project would not result in adverse physical impacts related to library facilities or public library services. Therefore, no impact would occur.

XVI. Recreation

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3. ENVIRONMENTAL EVALUATION

DISCUSSION

- a) *Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. The proposed project involves the widening and realignment of a portion of Heacock Street in the City of Moreno Valley. It is a public infrastructure project related to transportation and does not include residential or commercial development that would increase the local population or demand for recreational facilities. The proposed project would not introduce population growth or new recreational users, does not propose or affect recreational facilities, and would not increase demand or cause deterioration of parks or open space. Therefore, no impact would occur.

- b) *Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. As discussed above, the proposed project does not include residential or commercial development and does not include the construction or expansion of recreational facilities. The proposed project would not contribute to increased use or overuse of existing recreational facilities. Therefore, no impact would occur.

XVII. Transportation

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3. ENVIRONMENTAL EVALUATION

The analysis in this section is based in part on the following study, which is in Appendix E of this Initial Study.

- *Heacock Street South Extension – Focused Transportation Study*, Fehr & Peers, June 2025.

DISCUSSION

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

No Impact. The proposed project would not substantially change long-term traffic patterns or circulation above baseline conditions. The proposed project would realign Heacock Street beginning at the intersection of San Michele Road. Heacock Street would generally include two through lanes in each direction, a two-way left turn lane, and class II bike lanes / sidewalk / curb and gutter in each direction. Striping will be modified to drop one through lane in each direction and allow southbound traffic to make a U-turn at the southern terminus of these project improvements. Construction would generate temporary truck trips for material delivery and worker commutes, but these would be limited in duration and scale. The Project would improve the existing roadway, and bicycle/pedestrian facilities along Heacock. Therefore, the proposed project would not conflict with applicable circulation system policies or plans, and no impact would occur.

b) *Would the proposed project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?*

Less Than Significant Impact. The City of Moreno Valley's *Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment* was referenced to prepare the VMT assessment. The City's VMT Screening Criteria are specific to land use related projects, which the proposed project does not fall under. However, the City's VMT Impact Threshold 1 generally states that projects resulting in a net increase in VMT would be considered a significant impact, consistent with guidance provided in the *California State Governor's Office of Land Use and Climate Innovation's Technical Advisory on Evaluating Transportation Impacts in CEQA*.

The proposed project is not land use related and does not affect connectivity within the roadway network as it primarily serves as a dead end. Construction of the proposed project would result in a short-term increase in VMT from haul trucks and worker commutes, but this increase would be temporary and minor in the regional context. Once constructed, the roadway would not generate vehicle trips above baseline conditions as no change in the circulation pattern of the roadway or greater area are proposed. As the proposed project would not inherently generate trips or affect existing travel patterns, VMT is not expected to be change with the proposed project and would result in a net zero increase in VMT (Appendix E). The proposed project includes roadway improvements, which would be confined to widening and

3. ENVIRONMENTAL EVALUATION

realigning of the existing roadway and storm drain improvements. Therefore, the Project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3(b). This impact would be **less than significant**.

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

Less Than Impact. The proposed project would include roadway realignment and geometric improvements along Heacock Street designed to correct existing alignment deficiencies, improve sight distance, and enhance overall traffic safety. The project would not introduce sharp curves, dangerous intersections, or other geometric design features that could increase roadway hazards. Improvements would be designed in accordance with applicable City of Moreno Valley standards and Caltrans design criteria, and would accommodate existing and planned roadway uses. No incompatible land uses, such as agricultural operations requiring farm equipment, would be introduced or affected by the project. As a result, the proposed project would not substantially increase hazards due to geometric design features or incompatible uses, and impacts would be less than significant.

- d) ***Would the proposed project result in inadequate emergency access?***

Less Than Significant. Construction may temporarily limit access to portions of the existing roadway. However, emergency access would be maintained at all times through coordination the City Public Works Department. Additionally, emergency access would be maintained at all times in the greater project vicinity. If necessary, construction traffic control plans would be implemented to ensure that emergency vehicles can access the project site without delay. The proposed Project would not alter circulation or access conditions. Therefore, impacts would be less than significant.

3. ENVIRONMENTAL EVALUATION

XVIII. Tribal Cultural Resources

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☐	☐
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

DISCUSSION

- a) *Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and*

3. ENVIRONMENTAL EVALUATION

scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

Less Than Significant Impact. The project site is currently developed as an existing roadway. The proposed project would be confined to a portion of Heacock Street for widening and realigning and storm drain improvements. The NAHC reported the presence of unspecified Native American cultural resource(s) in the vicinity of the study area and referred further inquiries to the Pechanga Band of Indians and other local tribes. To date, the Pechanga Band has not responded to CRM TECH's request for further information.

Additionally, the project site is not listed or eligible for listing in the California Register of Historical Resources, National Register of Historic Places, California State Historical Landmarks, or Points of Historical Interest or in a local register of historical resources (NPS 2025a, 2025b; OHP 2025a, 2025b). According to CEQA guidelines, the identification of "tribal cultural resources," as defined by PRC Section 21074, is beyond the scope of this study and needs to be addressed through government-to-government consultations between the MVPWD and the Native American groups pursuant to Assembly Bill 52. The project site does not meet any of the historic resource criteria and does not meet the definition of a historic resource pursuant to CEQA. The proposed project would not impact a tribal cultural resources (TCR) that is listed on any of the registers of historic resources. The project is an existing roadway that would extend into land uses designed Open Space and it surrounded by commercial and industrial land uses, thus, the proposed project would not impact a resource listed on the California Register of Historical Resources, National Register of Historic Places, California State Historical Landmarks, or Points of Historical Interest or in a local register of historical resources. Therefore, there would be no impacts to tribal cultural resources that are listed or eligible for listing on federal, state, or local registers.

- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact With Mitigation Incorporated. Conducting consultation early in the CEQA process allows tribal governments and public lead agencies to discuss the level of environmental review and work together during the project planning process to identify and protect tribal cultural resources.

The provisions of CEQA, Public Resources Code Sections 21080.3.1 et seq. (also known as AB 52), requires meaningful consultation with California Native American Tribes on

3. ENVIRONMENTAL EVALUATION

potential impacts to tribal cultural resources, as defined in Public Resources Code Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.

As part of the AB 52 process, Native American tribes must submit a written request to the relevant lead agency if it wishes to be notified of projects that require CEQA public noticing and are within its traditionally and culturally affiliated geographical area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1): the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code Section 21082.3(c).

In accordance with the provisions of AB 52, the City sent formal notifications letters on September 29, 2025, to the following tribes:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Indians
- Cabazon Band of Cahuilla Indians
- Cahuilla Band of Indians
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- Pechanga Band of Indians
- Quechan Tribe of the Fort Yuma Reservation
- Ramona Band of Cahuilla
- Rincon Band of Luiseno Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians
- Torres-Martinez Desert Cahuilla Indians

The 30-day noticing requirement under AB 52 was completed on October 29, 2025. The City received a request for consultation from the Pechanga Band of Indians and the Agua Caliente Band of Cahuilla Indians.

3. ENVIRONMENTAL EVALUATION

The following mitigation measures will be implemented to ensure any impacts to tribal cultural resources as a result of the proposed project would be reduced to a less than significant level.

Impact TCR-1: Ground-disturbing activities from the proposed project have the potential to uncover unknown tribal cultural resources.

Mitigation Measure TCR-1: Native American Monitoring. Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Indians and the Agua Caliente Band of Cahuilla, for tribal monitoring. The Developer is also required to provide a minimum of 30 days' advance notice to the tribes of all ground-disturbing activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth-moving activities in the affected area in the event that suspected archaeological and/or Tribal Cultural Resources are unearthed. The Native American Monitor(s) shall attend the pre-grading meeting with the Project Archaeologist, the City, the construction manager, and any contractors and will conduct the Tribal Perspective of the mandatory Cultural Resources Worker Sensitivity Training to those in attendance.

Mitigation Measure TCR-2: Cultural Resource Monitoring Plan (CRMP). The Project Archaeologist, in consultation with the Consulting Tribes, the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting Tribe is defined as a Tribe that initiated the AB52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

- a. Project description and location;
- b. Project grading and development scheduling;
- c. Roles and responsibilities of individuals on the Project;
- d. The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;
- e. The protocols and stipulations that the contractor, City, Consulting Tribe (s), and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation;
- f. The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items;
- g. Contact information of relevant individuals for the Project.

3. ENVIRONMENTAL EVALUATION

Mitigation Measure TCR-3: Cultural Resource Disposition. In the event that items of Native American cultural patrimony, and/or Tribal Cultural Resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

- a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
 - ii. On-site reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR 1. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in CR 3. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.

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

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

Mitigation Measure TCR-5: Inadvertent Finds. If potential historic, prehistoric or Tribal Cultural Resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground-disturbing activities in the affected area within 100 feet of the uncovered resource must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric

3. ENVIRONMENTAL EVALUATION

resource. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologists and Tribal Monitors, if needed. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR 2 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

The project would implement a comprehensive Tribal Cultural Resources mitigation program, including Native American tribal monitoring during all ground-disturbing activities, advance notification to consulting tribes, worker sensitivity training, and preparation of a Cultural Resources Monitoring Plan. Procedures are also established for the identification, evaluation, treatment, preservation, reburial, and disposition of any inadvertent discoveries of archaeological resources or Tribal Cultural Resources, including authority to halt construction activities when necessary and consultation with qualified archaeologists and tribal representatives. In the event significant resources are discovered, appropriate avoidance, preservation, or data recovery measures would be implemented in coordination with the consulting tribes and the City. With implementation of Mitigation Measures TCR-1 through TCR-5, potential impacts to Tribal Cultural Resources would be reduced to a less-than-significant level.

XIX. Utilities and Service Systems

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the	☐	☐	☒	☐

3. ENVIRONMENTAL EVALUATION

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
construction or relocation of which could cause significant environmental effects?				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

DISCUSSION

- a) ***Would the proposed project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less Than Significant. Eastern Municipal Water District (EMWD) is the primary water supplier and wastewater utility serving Moreno Valley as well as surrounding cities in western Riverside County. The proposed project does not include residential or commercial development that would increase water usage.

The City of Moreno Valley manages stormwater through its Public Works Department, specifically the Maintenance & Operations and Capital Projects divisions, in coordination with regulations under the NPDES permit through Riverside County, under the Santa Ana RWQCB. Moreno Valley enforces a Stormwater Management Program under the NPDES permit, using

3. ENVIRONMENTAL EVALUATION

the Riverside County Water Quality Management Plan. Portions of the existing dirt drainage ditch between the March Air Reserve Base and Heacock Street will be converted to a reinforced box culvert between the San Michelle Road and Nandina Avenue intersections to accommodate widening. The drainage ditch exists as a reinforced box culvert as it crosses the west side of the San Michelle Road intersection. Drainage captured within Heacock Street low points will be conveyed in a new reinforced concrete main line (between 24 and 36 inches in diameter) that flows south to the Perris Valley Channel Lateral B with a northern terminus just south of Nandina Avenue. Impacts associated with the storm drainage improvements under the proposed project would be less than significant.

Moreno Valley Electric Utility (MVU) and Southern California Edison (SCE) provide electricity services to the City of Moreno Valley and Southern California Gas Company (SoCalGas) provides natural gas. As mentioned above, the proposed project includes the widening and realignment of a segment of Heacock Street and also includes storm drainage improvements. Therefore, the proposed project would not impact water facilities, electric power, natural gas, or telecommunication facilities and no impact would occur.

b) *Would the proposed project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

No Impact. A significant impact would occur if the proposed project would increase water consumption to such a degree that the capacity of facilities currently serving the project site would be exceeded. The proposed project would widen and realign an existing segment of Heacock Street. The proposed project does not include residential or commercial development that would impact water supplies. Short-term needs during construction would be minimal and little to no water usage would be needed for operational demands. Additionally, the project site is in the EMWD service area that would have reliable water supply to support temporary construction activities if needed (EMWD 2020). Therefore, the proposed project would not result in insufficient water supplies. No impact would occur.

c) *Would the proposed project result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

No Impact. The proposed project involves widening and realigning a portion of Heacock Street in Moreno Valley, a roadway infrastructure improvement. It does not include new residential, commercial, or industrial development that would generate ongoing wastewater flows. The proposed project would result in only minor and temporary wastewater generation during construction. No long-term wastewater-producing uses would occur under the proposed project. Therefore, no impact would occur.

3. ENVIRONMENTAL EVALUATION

- d) *Would the proposed project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

No Impact. As discussed above, the proposed project involves widening and realigning a portion of Heacock Street in Moreno Valley, a roadway infrastructure improvement. It does not include new residential, commercial, or industrial development that would generate ongoing solid waste production. The proposed project would result in temporary construction related solid waste. The proposed project would generate limited amounts of solid waste, primarily consisting of asphalt and concrete pavement, soil, and minor construction debris during construction activities. These materials would be managed in accordance with applicable state and local regulations, and recyclable materials such as asphalt and concrete would be reused or recycled to the extent feasible. No long-term operational waste would occur under the proposed project. The project would not generate solid waste in excess of applicable state or local standards, nor would it exceed the capacity of local landfills or solid waste infrastructure serving the City of Moreno Valley. In addition, the project would not interfere with the attainment of solid waste reduction goals established under Assembly Bill 939 (California Integrated Waste Management Act of 1989) and Senate Bill 1383. Therefore, no impact would occur.

- e) *Would the proposed project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

No Impact. The proposed project would result in temporary construction-related solid waste. The proposed project would comply with all applicable federal, state, and local statutes and regulations related to solid waste management and reduction. Construction-related debris would be collected, recycled where feasible, and disposed of at appropriately permitted facilities in accordance with the California Integrated Waste Management Act (Assembly Bill 939), Senate Bill 1383, and applicable Riverside County and City of Moreno Valley solid waste ordinances. The project would incorporate waste reduction and recycling practices consistent with state and local requirements. No long-term operational waste would occur under the proposed project. The proposed project would not conflict with federal, state, or local management statutes and regulations related to solid waste. Therefore, no impact would occur.

3. ENVIRONMENTAL EVALUATION

XX. Wildfire

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

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Wildland fire protection in California is the responsibility of the local, State, or federal government. In state responsibility areas, the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The California Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services. CAL FIRE assigns areas to a fire hazard severity zone (FHSZ) based on factors that influence fire likelihood and behavior. FHSZs range from moderate to high to very high.

Local responsibility areas (LRA) include incorporated cities, cultivated agricultural lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, county fire departments, or CAL FIRE under contract to local government. CAL FIRE uses the same fire hazard severity zone model for evaluating fire hazard in LRAs.

3. ENVIRONMENTAL EVALUATION

CEQA evaluates land located in or near SRAs or lands classified as a very high FHSZ. The project site is not in or near an SRA or on land classified as a very high FHSZ (CalFire 2025).

DISCUSSION

a) *Would the proposed project substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. The proposed project is not in an SRA or a very high FHSZ. The nearest FHSZ to the project site is located approximately 2 miles east. Construction activities could temporarily affect access along Heacock Street. However, coordination with the Department of Public Works and implementation of traffic control would ensure that emergency access and evacuation routes remain open and unimpeded during project construction. The proposed project would not adversely interfere with emergency response or evacuation plans. The proposed project would not impair an adopted emergency evacuation or response plan within such an area. Therefore, no impact would occur.

b) *Would the proposed project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. The proposed project is not in or near an SRA or lands classified as very high FHSZ. The project site is flat without significant topography, and there are no steep slopes where high winds can exacerbate wildfire risks. The project site is developed and in an urban and built-up area. No wildlands exist in the vicinity of the project site. The project includes roadway improvements and does not include development of habitable structures. Therefore, the proposed project would not exacerbate wildfire risks or expose anyone to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

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

No Impact. The proposed project is not in or near an SRA or lands classified as very high FHSZ, and would not exacerbate fire risk that could result in temporary or ongoing impacts to the environment. Therefore, no impact would occur.

d) *Would the proposed project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

3. ENVIRONMENTAL EVALUATION

No Impact. The project site is surrounded by commercial and industrial land uses, and the topography is essentially flat. Additionally, implementation of the proposed project would not alter the existing drainage patterns or substantially increase the amount of runoff. The proposed project would include the construction of new drainage facilities along the roadway to collect and convey stormwater runoff in a controlled manner. These improvements are intended to improve existing drainage conditions. The project would be designed in accordance with applicable City of Moreno Valley standards, Riverside County Flood Control and Water Conservation District requirements, and applicable state regulations to ensure adequate capacity and safe conveyance of runoff. The project would not substantially alter existing drainage patterns in a manner that would expose people or structures to significant risks of downslope or downstream flooding, landslides, or post-fire slope instability. With implementation of engineered drainage design, erosion control measures, and best management practices during construction and operation, the proposed project would not result in significant flooding or slope-related hazards.. Therefore, no impact would occur.

XXI. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☐	☒	☐

3. ENVIRONMENTAL EVALUATION

Issues	Potentially Significant Impact	Less Than Significant Impact 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?	☐	☐	☒	☐

DISCUSSION

- a) ***Does the proposed project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than-Significant Impact with Mitigation Incorporated. As discussed in this Initial Study, the proposed project would not degrade the quality of the environment with implementation of mitigation measures. As discussed in Section IV, *Biological Resources*, Mitigation Measures BIO-1, BIO-2, and BIO-3, the proposed project would not significantly impact wetlands or sensitive habitats or species. In Section VII, *Geology and Soils*, with implementation of mitigation measure GEO-1, the proposed project would result in a less-than-significant impact on paleontological resources. As discussed in Section V, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, with implementation of the Mitigation Measures CUL-1 through CUL-4 and TCR-1 through TCR-5 the proposed project would result in a less-than-significant impact on archaeological resources and tribal cultural resources.

- b) ***Does the proposed 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.)***

Less Than-Significant Impact. Under Section 15065(a)(3), *Mandatory Findings of Significance*, of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, "cumulatively considerable" means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

3. ENVIRONMENTAL EVALUATION

There are no other planned projects near or on the project site. Based on the preceding analysis, with implementation of mitigation measures and compliance with existing regulations, the proposed project would not result in significant adverse impacts that could contribute to a cumulatively considerable impact. In consideration of the preceding analysis, the proposed project's contribution to cumulative impacts would be less than significant, and therefore, project impacts would not be cumulatively considerable.

c) *Does the Proposed project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than-Significant Impact. As discussed in the previous analyses, the proposed project would not result in significant direct or indirect adverse impacts or result in substantial adverse effects on human beings. The proposed project would not result in any significant and unavoidable impacts, nor would it result in any hazards. Therefore, impacts would be less than significant.

4. REFERENCES

- Bay Area Air District. 2023, May. California Environmental Quality Act Air Quality Guidelines. <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>.
- Caltrans (California Department of Transportation). 2020, April. *Transportation and Construction Vibration Guidance Manual*. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.
- CAPCOA (California Air Pollution Control Officers Association). 2022. California Emissions Estimator Model (CalEEMod). Version 2022.1. Prepared by ICF in collaboration with Sacramento Metropolitan Air Quality Management District.
- CARB (California Air Resources Board). 2017, March 14. Final Proposed Short-Lived Climate Pollutant Reduction Strategy. <https://www.arb.ca.gov/cc/shortlived/shortlived.htm>.
- CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf>.
- CARB. 2025, April 11 (accessed). Area Designations Maps/State and National. <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.
- CNRA (California Natural Resources Agency). 2018, November. Final Statement of Reasons for Regulatory Action. https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_ceqa_final_statement_of%20reasons_111218.pdf.
- DOC (Department of Conservation). 2022. California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/>.
- DOC. 2025. Williamson Act Enrollment Finder. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/#data_s=id%3Awidget_22_output_config_default_geocode_0_0%3A0.
- DTSC (Department of Toxic Substances Control). 2025. *EnviroStor*. <https://www.envirostor.dtsc.ca.gov/public/>.
- FHWA (Federal Highway Administration). 2006, January. FHWA Roadway Construction Noise Model (RCNM) User's Guide. https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf.

4. REFERENCES

- FTA (Federal Transit Administration). 2018, September. Transit Noise and Vibration Impact Assessment. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.
- LCI (Governor's Office of Land Use and Climate Innovation). 2008, June. CEQA and Climate Change: Addressing Climate Change through CEQA Review. Technical Advisory. <https://lci.ca.gov/docs/june08-ceqa.pdf>.
- Moreno Valley, City of 2021. April 2. Draft Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan. https://files.ceqanet.lci.ca.gov/259934-3/attachment/akCrDJrNmNW_QFqpRFbe2y6s2OEeQCMHHccL9P3U087NQqKsNZcdwW1iZBHVlwVTzppVI5ZwhyodpO7T0.
- NPS (National Park Service). 2025a. National Register of Historic Places. <https://www.nps.gov/subjects/nationalregister/database-research.htm#table>.
- . 2025b. National Register of Historic Places: Map. <https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466>.
- OEHHA (Office of Environmental Health Hazard Assessment). 2015, February. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf.
- OHP (California Office of Historic Preservation). 2025a, October 3 (accessed). California Historical Landmarks by County. https://ohp.parks.ca.gov/?page_id=21442.
- . 2025b, October 3 (accessed) California Historical Resources. <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=28>.
- RCALUC (Riverside County Airport Land Use Commission). 2014. March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. <https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/March.pdf>.
- SCAG (Southern California Association of Governments). 2024. Connect SoCal Plan: The 2024–2050 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments. <https://scag.ca.gov/connect-socal>.
- South Coast AQMD (South Coast Air Quality Management District). 1993. California Environmental Quality Act Air Quality Handbook.
- United States Department of the Air Force (USDAF), Air Force Reserve Command. 2018. Air Installations Compatible Use Zones Study March Air Reserve Base Riverside, California.

4. REFERENCES

https://www.march.afrc.af.mil/Portals/135/documents/MARCH_AICUZ_2018.pdf?ver=xlquxUO4iKC8WDkpPJ9TTA%3D%3D.

USFW (U.S. Fish and Wildlife Service). 2026. National Wetlands Inventory.
<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.

USGS (U.S. Geological Survey). 2026. Quaternary Fault Viewer.
https://apps.usgs.gov/earthquakes/faults/qfault_index.html

4. REFERENCES

This page intentionally left blank.

5. LIST OF PREPARERS

LEAD AGENCY

Quang Nguyen..... Principal Engineer

MARK THOMAS & COMPANY

Josh Cospers Senior Project Manager + Associate

Kyle Dana, PE..... Project Engineer

Kimberly Barling..... Project Engineer

PLACEWORKS

Malia Durand..... Principal

Jennifer Kelley Senior Associate

Chris Sheilds Senior Associate

Lance Park Senior Associate

Emily Parks Associate

Itzeel Padilla Project Planner

HANA RESOURCES, INC.

Sloane Sanchez Senior Biologist

R. Austin Isakson Associate Biologist

Jose Olvera Associate Biologist

CRM TECH

Bai “Tom” Tang Principal Investigator

Michael Hogan Principal Investigator

5. LIST OF PREPARERS

This page intentionally left blank.