



AQUABELLA

Rancho Belago, California

Specific Plan Amendment

FEBRUARY 2024



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1.0 INTRODUCTION

The Aquabella Specific Plan Amendment provides comprehensive plans and a new vision to guide the continued implementation of the Aquabella site and bring significant public benefits, housing, and economic growth to the City of Moreno Valley (City) and the region. The Specific Plan Amendment contains the land use and other plans, site development standards, design guidelines, and implementation measures necessary to implement the new vision for the Aquabella residential and mixed-use planned community.

1.1 Project Overview

The previously approved Specific Plan site encompassed 760 acres. Since that time, portions of the previously approved Specific Plan have been developed (e.g., Nason Street, Vista del Lago High School, Riverside County Flood Control channel, and the multi-family apartment site). As such, the Aquabella Specific Plan Amendment updates the vision for the development of the remaining 658.6-acre site, plus an additional 10-acre parcel that the applicant or designee acquired after approval of the prior Aquabella 2005 Specific Plan Amendment: and this 10-acre area will be included in this current Aquabella Specific Plan Amendment, for a total area of 668.6 acres.

The Specific Plan Amendment would continue to implement Aquabella, which represents the geographic “center” of the City and hub for western Riverside County. Reimagined, the developable portions of the Aquabella site, comprised of 668.6 acres, would encompass 15,000 multi-family and workforce housing options for all ages and income levels; a 25-acre mixed-use commercial and retail town center; 80 acres of parks, comprised of the previously approved 40 acres of lakes, a 15-acre lake promenade, and an additional 25 acres of parkland; 40 acres of schools with up to three elementary school sites and one middle school site; open space, public services and facilities; infrastructure improvements; and other amenities. The Project also reflects the addition of 10-acres situated along the eastern boundary of the site. The Project site’s primary circulation spine roads (Nason Street and Cactus Avenue), master drainage, and master flood control improvements, and 50-acre high school (Vista del Lago High School) already have been completed.

This Specific Plan Amendment, while implementing a new vision, maintains many of the site’s previously approved features, including the lakes, the lake promenade, parks, trails, and commercial retail uses. The Specific Plan Amendment’s primary land use changes consist of the creation of an innovative urban village and town center with 15,000 multi-family housing options for all ages and income levels, in lieu of the former, approved gated active-adult community of a total of 2,922 detached and attached units, of which 2,702 units were age-restricted. The Amendment also reflects the one 10-acre area that has been added to the Specific Plan along the eastern boundary of the site.

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1.2 Collaborative Design Vision

While components of Aquabella have been implemented, the desire to create a premier urban village in the geographic heart of the City has only strengthened over the years. To kick off the new vision, in the fall of 2022, the project applicant, T/Cal Realty II, a Delaware LLC, convened a group of renowned land use and design, place-making, and engineering professionals to explore new ideas, prepare new urban design concepts, and reimagine the future of Aquabella. The design effort focused on the elements that comprise a premier urban village and town center, including circulation points; the interface and connectivity with existing, adjacent health care facilities; a cutting-edge town center, hotel, and site orientation concepts; integrated lake, lake promenade, parks, open space, and school features; and a pedestrian-friendly, bicycle, and multi-use trail network.

From that design effort, aspirational goals and objectives emerged and included:

- (a) taking advantage of Aquabella’s unique location in the geographic “center” of the City and hub for the region;
- (b) creating a visible, social gathering place for residents, families, seniors, friends, and visitors;
- (c) providing a community with a mix of multi-family and workforce housing options and a vibrant commercial and retail town center and hotel — all linked to the lakes, the lake promenade, parks, schools, trails, open space, and adjacent and proximate major job centers;
- (d) creating new housing opportunities for renters, professionals, families, seniors, veterans, and students and faculty at a variety of affordability levels; and
- (e) implementing moments and memorable experiences that cannot be found anywhere else in Riverside County or the Inland Empire region.

1.3 Purpose and Authority

The purpose of a specific plan or amendment is to allow for flexibility in both design and development requirements, and thereby afford the opportunity to take a creative and innovative approach to development in a manner that implements the General Plan and the planned land use designations shown on the General Plan map. (Municipal Code, § 9.13.010(A).)

Further, a specific plan or amendment is a tool for the systematic implementation of a General Plan and documents the proposed distribution, location, extent, and intensity of major components of transportation, drainage, sewer, water, energy, parks, and other essential facilities to be located within or needed to support the land uses described in the plan, as well as implementation and financing methods and added benefits to the City as a whole. (Municipal Code, § 9.13.010(B).)

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As modified, this Specific Plan Amendment would continue to function as the primary planning and zoning document to guide the physical and economic development of the property in the years to come. When adopted, this Amendment will also replace and supersede the 2005 Aquabella Specific Plan Amendment for the area subject to this Specific Plan. The 2005 Aquabella Specific Plan Amendment remains a viable regulatory plan for the areas that are already completed, constructed or occupied.

The Specific Plan Amendment is prepared under the authority of California Government Code sections 65450-65457 and the City's Municipal Code. Specific Plans may be prepared for "the systematic implementation of the General Plan" under these provisions. Government Code section 65451 governs content and requires Specific Plans to include text or diagrams, which specify:

1. The distribution, location, and extent of land uses including open space;
2. The distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities to support the land uses;
3. Standards and criteria by which development will proceed and standards for the conversion, development, and use of natural resources;
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the Specific Plan; and
5. A statement of the relationship of the Specific Plan to the General Plan.

This Amendment also complies with the City's Specific Plan Municipal Code requirements (Municipal Code, Chap. 9.13, Specific Plans).

Specific Plans and amendments are to be used where comprehensive planning for an area is important to achieve a desired vision, as authorized by Government Code section 65450. This Specific Plan Amendment, which would continue to be also designated as "Specific Plan No. 218" in the Land Use Element of the General Plan for ease of reference, identifies various modified land uses within the site; sets land use intensity; identifies an integrated system of roads, lakes, lake promenade, parks, schools, trails, and public facilities, services, and utilities; proposes updated development standards and design guidelines; includes graphic illustrations; provides finance options; and establishes a modified phasing plan and implementation procedures specific to the Project site. The Specific Plan Amendment's relationship with the General Plan and other laws is also addressed.

This Specific Plan Amendment is both a policy and a regulatory plan that will be adopted by ordinance and become an independent set of zoning regulations that provide development direction to the property within the Project site.

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1.4 Relationship to Moreno Valley General Plan and Zoning Ordinance

The Government Code states that a “specific plan shall include a statement of the relationship of the specific plan to the general plan,” and further that a specific plan or amendment cannot be adopted unless found to be consistent with the general plan. (Gov. Code, §§ 65451, 65454.) This subsection evaluates the “relationship and consistency” required by law.

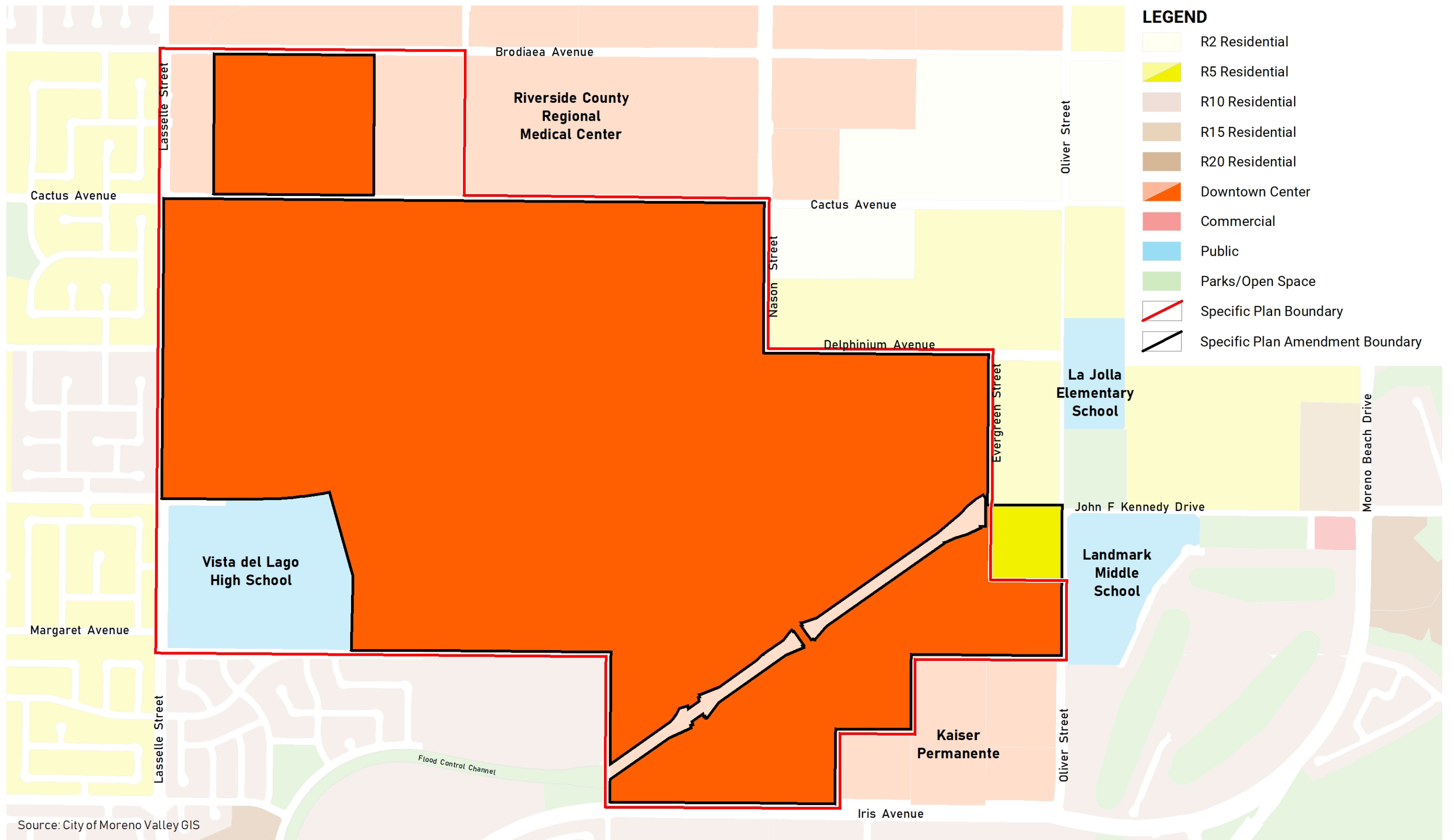
Further, in compliance with the Housing Crisis Act of 2019 (Senate Bill 330 [SB330]), and to facilitate increased production of housing and an expedited review and approval process for housing development projects, the project applicant submitted a SB 330 preliminary application and fee with the City. This application, which has been deemed submitted, has the effect of “locking” in (vesting) the development requirements and standards, including the 2040 General Plan, at the time the application was deemed submitted. Thereafter, the City may not apply new ordinances, policies, standards, or fees, including any subsequently revised, changed, corrected, or further amended 2040 General Plan provisions to the Aquabella Specific Plan Amendment.

1.4.1 Onsite Land Uses

Current 2040 General Plan Land Use Designation and Zoning: Figure 1-1, 2040 General Plan Land Use Designations and Project Site, and Figure 1-2, Zoning Designations and Project Site, depict the current land use and zoning designations of the Project site.

The City adopted a General Plan Update (2040 General Plan) on June 15, 2021, which provides a vision for the future of Moreno Valley over the next 20 years. The 2040 General Plan sets goals, policies, and actions to fulfill the vision and provide a framework for development and future growth, which include cultivating a family-friendly city with a modern brand and unique sense of place. The 2040 General Plan is available for review at:

<http://www.moval.org/cdd/documents/general-plan-documents.html>



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2040 General Plan Land Use Designations

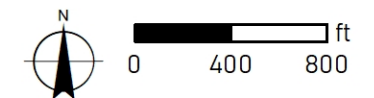
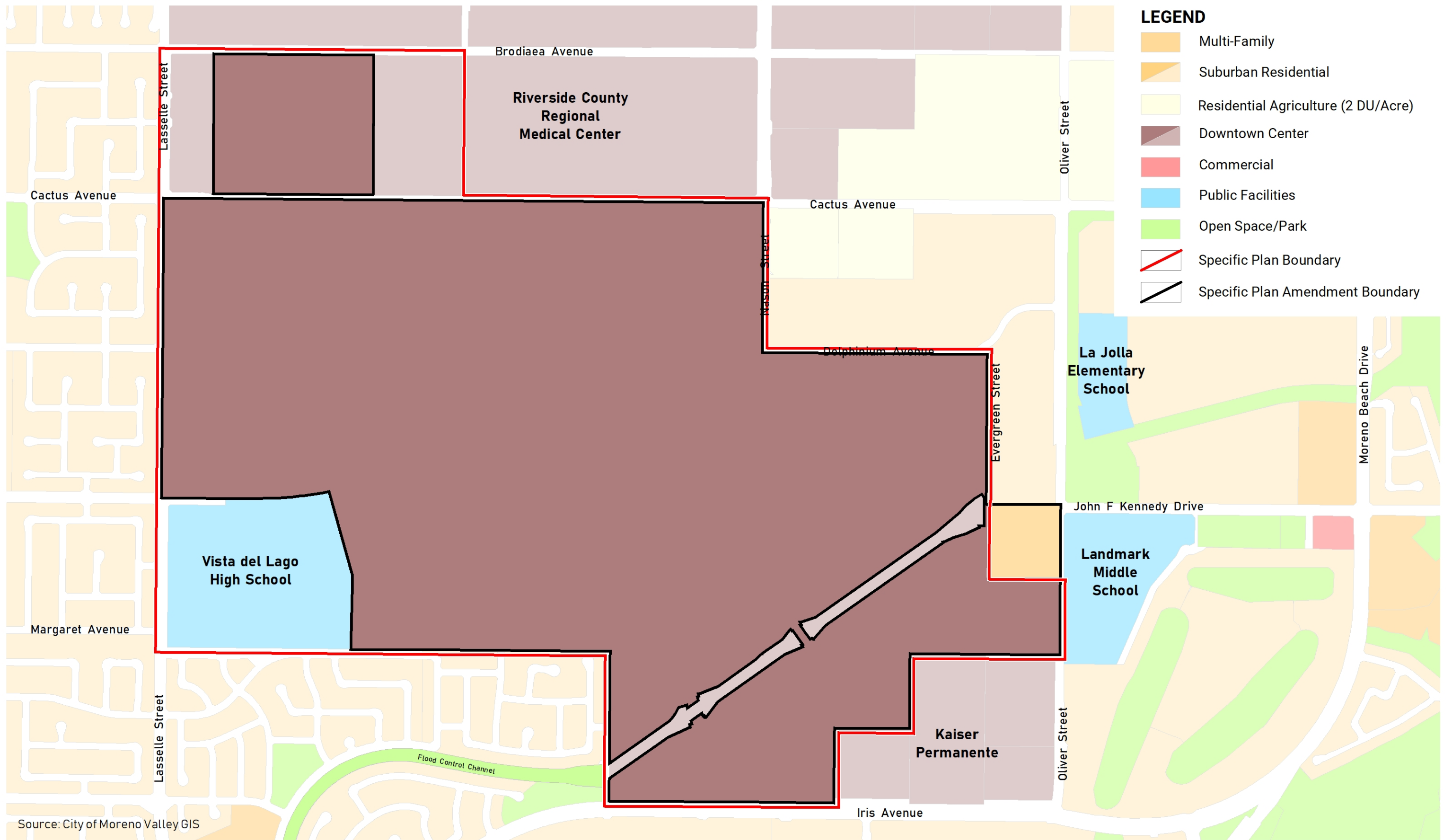


Figure 1-1

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INTRODUCTION

The 2040 General Plan Land Use and Community Character Element designates the central Project site as Downtown Center (DC), Aquabella Specific Plan. This Downtown Center designation allows for a vibrant mix of business, entertainment, residential, cultural, and civic uses to activate the Downtown Center throughout the day and into the evening. The vitality of commercial and retail development downtown is envisioned to be supported by significant new housing in and adjacent to the City’s Downtown Center. The 2040 General Plan envisions the integration of the Aquabella area into the Downtown Center, allowing for development of supportive multi-family housing, facilities, services, hotel and associated visitor-serving uses, and shops oriented to hospital staff, patients, and their families adjacent to the existing hospital campuses.

The 2040 General Plan Land Use and Community Character Element does not contain or require any minimum or maximum allowable residential density in the Downtown Center (which includes Aquabella), nor does it set residential density ranges or other limitations. Instead, the Element identifies “development potential” areas, including vacant land and underutilized properties, that “present opportunities for infill development.” See Land Use/Character Element, p. 2-4; and Map LCC-2, Concept Areas and Major Specific Plans. These “development potential” areas are intended to, among other things, assist the City in achieving its jobs-housing balance, which means that more Moreno Valley residents will be able to work locally, cutting down commute times and allowing people to spend more time with family and friends. The Specific Plan Amendment would be consistent with these goals (see Land Use/Character Element, Table LCC-1, p. 2-4.) The Project development approvals include a General Plan Amendment to update Table LCC-1, Development Potential and Jobs-Housing Balance.

Additionally, proposed projects in the Downtown Center must demonstrate consistency with Table LCC-2, Downtown Center Development Principles. As shown herein, the Specific Plan Amendment is consistent with the land use and urban design, circulation, and parks and open space development principles.

Table LCC-3 provides a “Downtown Center Illustrative Development Program,” which is an example of a potential residential and employment buildout in the Downtown Center. The Downtown Center encompasses approximately 1,200 acres, which includes the previously approved 700+ acre Aquabella Specific Plan. As to residential, the example/illustration provided at Table LLC-3 identifies 1,320 low density residential (less than 10 du/ac) units and 5,524 medium/high density residential (more than 10 du/ac) units. The Project described in this Specific Plan Amendment provides for a greater number of residential units, and the Project development approvals include a General Plan Amendment to update Table LCC-3 to include the residences proposed by this Specific Plan Amendment.

The Specific Plan Amendment's 10.0-acre area along the eastern boundary is added per this amendment; the area is currently designated R5 Residential under the 2040 General Plan and if the current Amendment is approved, including the Project’s General Plan Amendment, the land use designation for that 10-acre area will be changed from R5 Residential to Downtown Center

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Specific Plan (DC-SP). The Project also proposes a corresponding Change of Zone from Residential 5 (R5) to Downtown Center Specific Plan –DC-SP (218).

The Zoning Map designates the central Project site as Downtown Center-Specific Plan (DC-SP), SP 218, indicating its zoning is Downtown Center and SP 218. An area plan, specific plan, or site plan is required to demonstrate consistency with applicable principles outlined in the Land Use and Community Character Element of the 2040 General Plan within the Downtown Center zone. A floating designation of Downtown Center – Planned Unit Development (DC-PUD) is also located on the Project site, indicating a general area within which a Planned Unit Development, or PUD, could be located to designate dense housing closer to Nason Street and less dense housing on the periphery of the downtown center. This floating designation is not required, nor does it preclude development or uses that would otherwise be permitted within the Downtown Center, and the Specific Plan Amendment does not propose to use the General Plan’s floating PUD designation. There is no zoning minimum or maximum allowable residential density, nor any height limitations in the Downtown Center.

The current Zoning Map is available for review at:

https://moval.gov/city_hall/general-plan2040/NewZoning.pdf

The DC General Plan and Zoning standards generally allow for an area plan or specific plan to take a creative and innovative approach to the development of residential, commercial, and mixed-uses to implement the DC policies. In addition, the 2040 General Plan and Zoning Ordinance allow for the adoption and amendment of Specific Plans to allow for flexibility in design and development requirements which will afford the opportunity to create major developments on large tracts of land which will implement the general plan and the planned industrial, planned residential and planned commercial designations shown on the general plan map.

This Specific Plan Amendment must be consistent with the goals and policies of the 2040 General Plan. Appendix 8.2 provides a detailed analysis of the Specific Plan Amendment’s consistency with the applicable goals and policies of the 2040 General Plan. This same consistency analysis will be included as an appendix to the associated Subsequent Environmental Impact Report (SEIR).

Prior 2006 General Plan Land Use Designation and Zoning: Figure 1-3, 2006 General Plan Land Uses Surrounding Project Site, and Figure 1-4, 2006 Zoning Surrounding Project Site, depict the prior land use and zoning designations of the Project site and surrounding area under the City’s 2006 General Plan. The City 2006 General Plan provided a vision for the future of Moreno Valley at the time of its adoption in 2006. The 2006 General Plan was a broad policy document that identified the City’s land use, circulation, environmental, economic and social goals and policies as they relate to land use and development, and thereby provided guidance to citizens, landowners, and decision-makers. The prior land use maps designated the central portion of the Project site as Residential: Max 5 or 15 du/ac (R5/15), Residential: Max 20 (R20), and Commercial,

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consistent with the land uses in the Aquabella 2005 Specific Plan Amendment. The 10.0-acre area along the eastern boundary of the Project site was designated R-5 Residential under the 2006 General Plan. A General Plan Amendment is proposed to change the Land Use Designation to Downtown Center (Aquabella Specific Plan).

The prior General Plan land use map is available for review at:

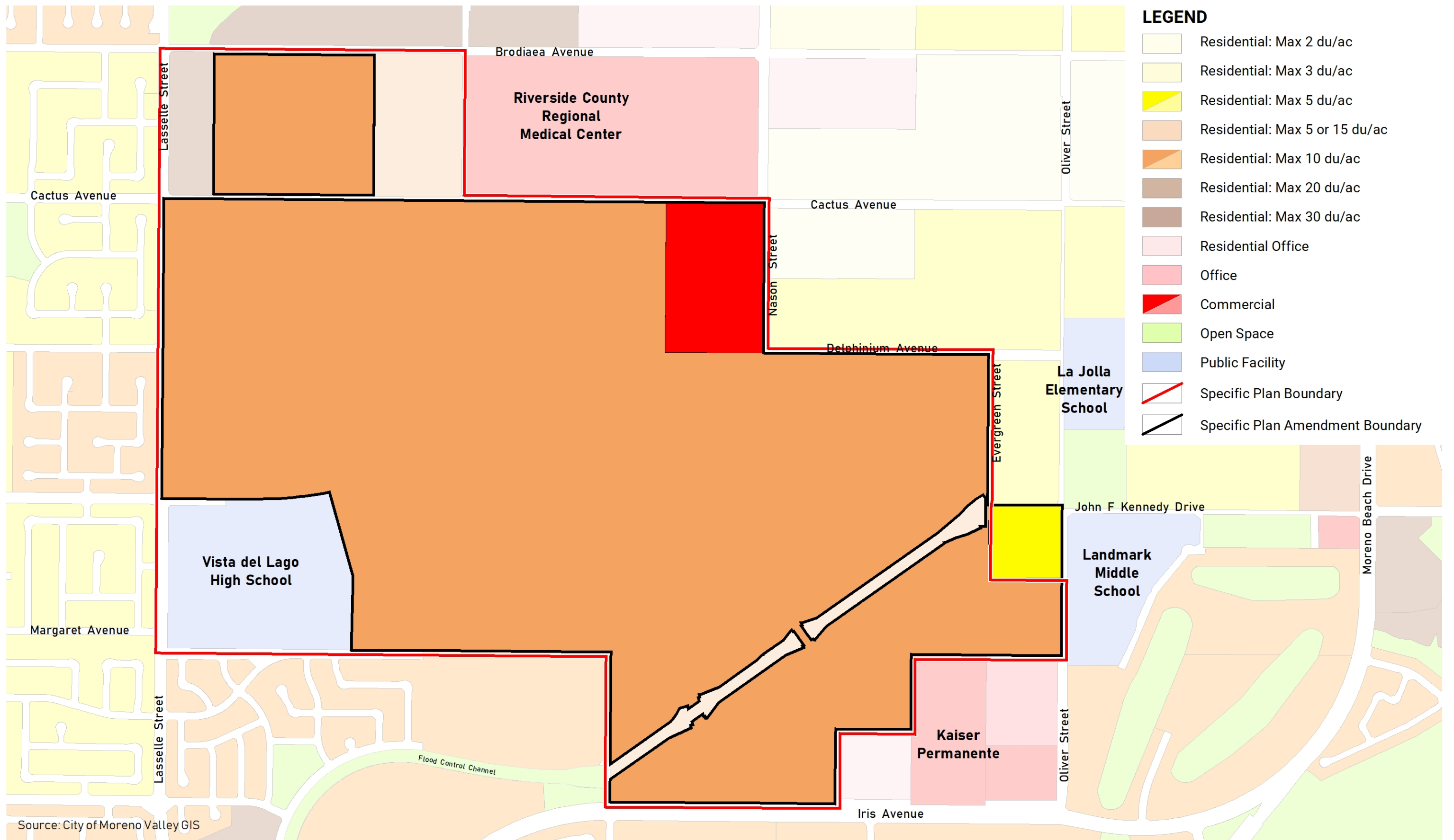
http://www.moreno-valley.ca.us/city_hall/general-plan/landuse-map.pdf

The prior zoning for the central portion of the site is SP 218, commercial, and multi-family, identifying the site as zoned Specific Plan 218 for residential and commercial development consistent with the Aquabella 2005 Specific Plan Amendment. The 10.0-acre area along the eastern boundary of the Project site was previously zoned R5, Suburban Residential. A Zone Change is proposed to rezone the area to Downtown Center Specific Plan (DC-SP), SP 218.

The prior zoning map is available for review at:

<http://www.moreno-valley.ca.us/cdd/pdfs/ZoningMap.pdf>

As with the 2040 General Plan, this Specific Plan Amendment is consistent with the applicable goals and policies of the 2006 General Plan. Appendix 8.1 provides a detailed General Plan consistency analysis of the 2006 General Plan goals and policies as applied to this Specific Plan Amendment.



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2006 General Plan Land Use Designations

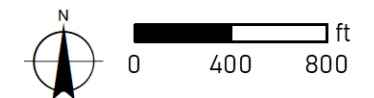
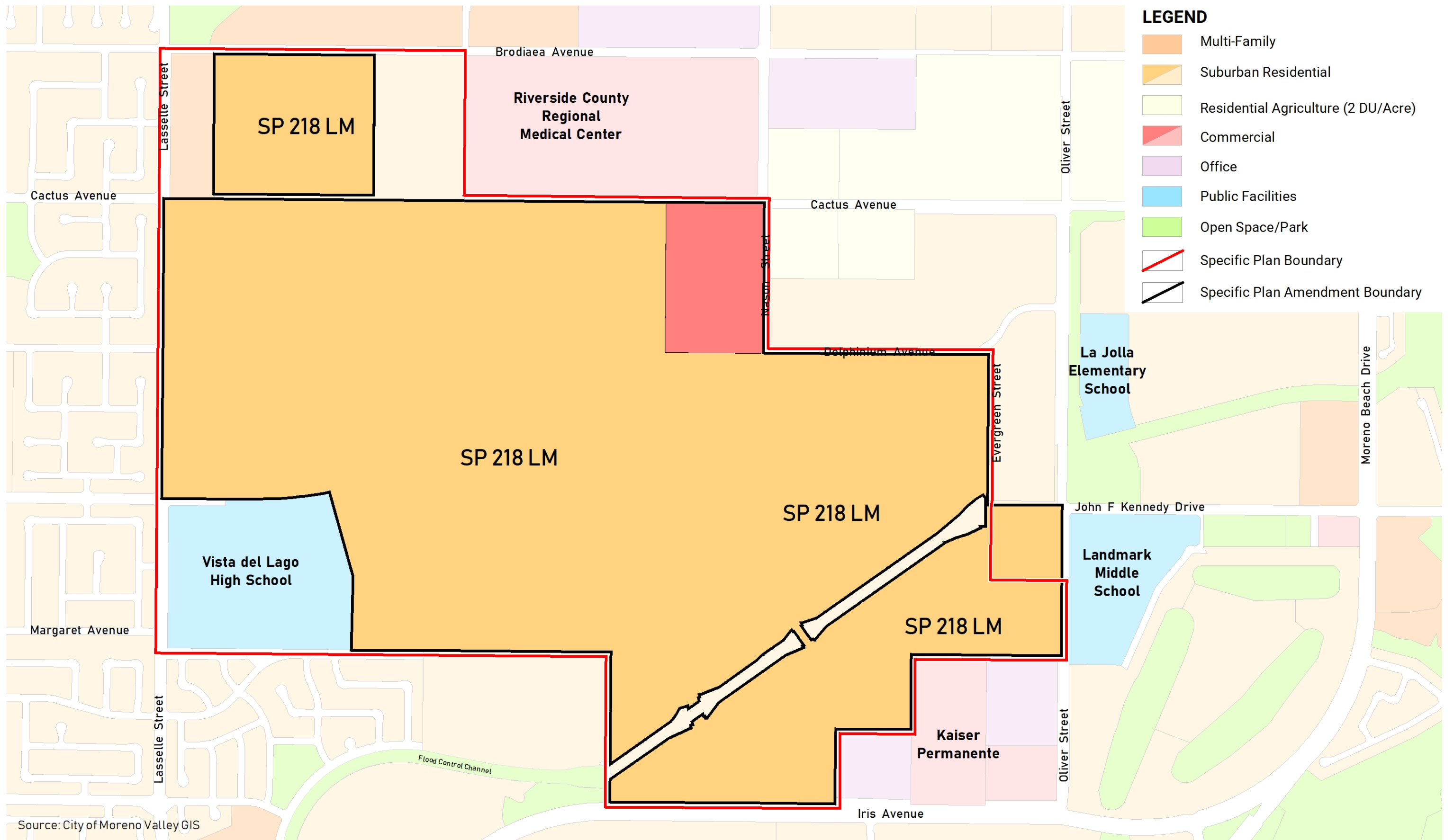


Figure 1-3

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1.4.2 Surrounding Land Uses

The Project site is centrally located within the City. The City is also strategically located at the junction of Interstate 215 (I-215) and State Route 60 (SR-60). The site is approximately 1.5 miles south of SR-60 and 4 miles east of I-215, and is generally bounded by Cactus Avenue, Brodiaea Avenue, and Alessandro Boulevard to the north, Iris Avenue to the south, Oliver Street to the east, and Lasselle Street to the west.

The Riverside University Health System Medical Center, a public teaching hospital, is located along a portion of the Project site's northern boundary, and the Kaiser Permanente Hospital and medical complex is along a portion of the site's southern boundary. Moreno Valley College is approximately one mile south of the Project site. The two hospitals and college have recently expanded or have plans to expand in the near future.

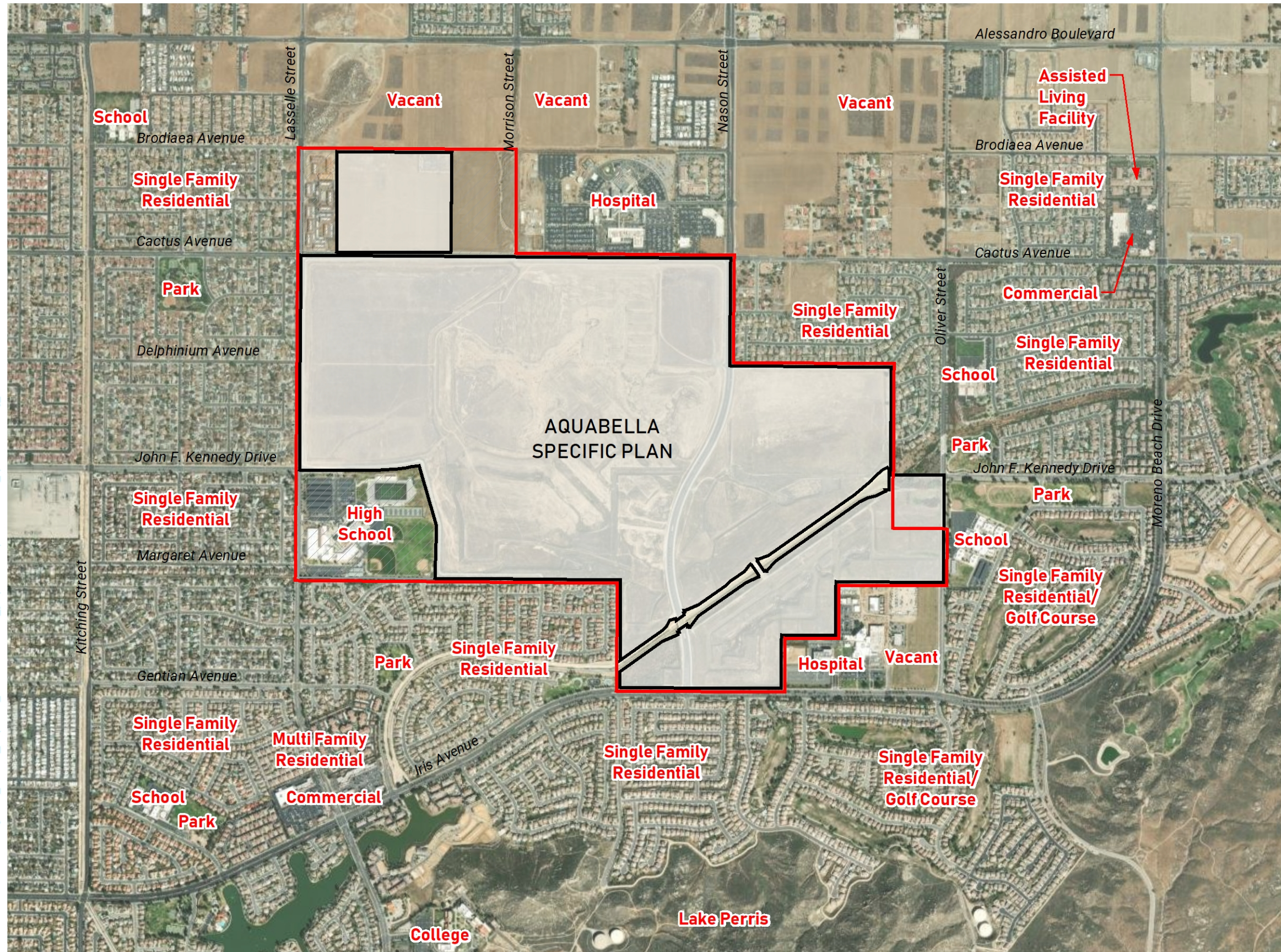
Approximately two miles from the Project site's southern boundary is the Lake Perris State Recreation Area, which comprises 8,800 acres including the 1,800-acre Lake Perris. This recreational area provides a myriad of recreational activities, including camping, picnicking, fishing, swimming, water sports, and boating opportunities.

Approximately 2.5 miles from the Project site is the approved World Logistics Center project, a 2,600-acre logistics campus anticipated to provide 20,000 to 30,000 jobs to the local area due to continued high demand for warehousing and logistics throughout Moreno Valley and the Inland Empire region.

The Project site's surrounding area is urbanized with a variety of residential densities, education, medical, and other uses consistent with these current designations, see Figure 1-5, Surrounding Land Uses. This Specific Plan Amendment would integrate into the land use patterns of the existing community, consistent with the surrounding land uses and zoning. The new multi-family residential development would complement the existing surrounding residential development, which consists of varying lot sizes, densities, and product types. The recreational, social, and entertainment uses would be accessible to both existing residents and new residents, establishing the area as a social center — breathing new life into the community.

Current 2040 General Plan Surrounding Land Uses and Zoning Designations The 2040 General Plan Land Use Element designates the area adjacent to the Project site to the north as Downtown Center (DC) and Residential 5 (R5; 5 units/acre); to the east as DC, R5, Residential 2 (R2; 2 units/acre), Public, and Open Space; to the south as Residential 10 (R10; 10 units/acre), R5, Public, and Open Space; and to the west as R5 and R10. Figure 1-1, 2040 General Plan Land Uses Surrounding Project Site, depicts the urbanized land uses surrounding the Project site.

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Surrounding Land Uses

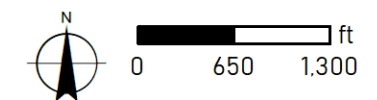


Figure 1-5

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The Zoning Map designates the area adjacent to the Project site to the north as Downtown Center (DC) and Suburban Residential (R5); to the east as DC, Suburban Residential (R5), Residential Agriculture 2 (RA2), Public Facilities, and Open Space/Park; to the south as Suburban Residential (R5), Suburban Residential (SP 193 ML), Public Facilities, and Open Space/Park; and to the west as Suburban Residential (R5). Figure 1-2, 2040 Zoning Surrounding Project Site, shows the various urban zoning designations surrounding the Project site.

Prior 2006 General Plan Land Use and Zoning Designations The 2006 General Plan Land Use element designated the area adjacent to the Project site to the north as Commercial, Residential 30 (R30; 30 units/acre), Residential/Office (R/O), Residential 5 (R5; 5 units/acre) and Residential 2 (R2; 2 units/acre); to the east as Commercial, R/O, Office, Public, Open Space, Residential 10 (R10; 10 units/acre), R2 and R5; to the south as R10, R5, Public, and Open Space; and to the west as R5 and R10. Figure 1-3, 2006 General Plan Land Uses Surrounding Project Site, depicts the urbanized land uses surrounding the Project site.

The 2006 Zoning Map designated the area adjacent to the Project site to the north as Commercial, R30, Office, Office/Commercial, RA2, and R5; to the east as Commercial, Office, Office/Commercial, Suburban Residential (R5), Residential Agriculture 2 (RA2), Suburban Residential (SP 207, R1-7200); Public Facilities, and Open Space/Park; to the south as Suburban Residential (R5), Suburban Residential (SP 193), Public Facilities, and Open Space/Park; and the west as Suburban Residential (R5). Figure 1-4, 2006 Zoning Surrounding Project Site, shows the various urban zoning designations surrounding the Project site.

As with the 2040 General Plan, this Specific Plan Amendment is consistent with the surrounding development and land use designations and zoning from the 2006 General Plan. See Appendix 8-2.

1.5 CEQA Compliance

The original Field Station Specific Plan and the Aquabella 2005 Specific Plan Amendment were the subject of environmental review and analysis under CEQA in prior certified environmental documents. (See Specific Plan Amendment, Chap. 2, Sec. 2.2, Project History.) Prior to approving a later discretionary approval based on previously certified environmental documents, an agency (here, the City of Moreno Valley) must first determine whether the later discretionary approval triggers the requirements for subsequent environmental review. Subsequent environmental review refers to additional environmental analysis prepared for a later discretionary approval (e.g., a Specific Plan amendment) after an agency has certified a prior EIR. (CEQA Guidelines, §§ 15162, 15163.) If the agency requires subsequent environmental review, that later analysis may rely on the previously certified EIR or and/or supplemental/subsequent EIR (or Addendum) for some portion of the subsequent review. (CEQA Guidelines, § 15152 (tiering).) For this Amendment, the City has determined that subsequent environmental review is required.

INTRODUCTION

For further information regarding CEQA compliance, please refer to the Specific Plan Amendment Subsequent Environmental Impact Report (SEIR) available for review at:

<https://www.moval.org/cdd/documents/about-projects.html>

1.6 Organization of the Specific Plan

- Chapter 1 provides an overview of this Specific Plan Amendment, including an outline of the collaborative vision for the Specific Plan design, a description of the Amendment's purpose and legal authorization, a discussion of the Amendment's relationship to the Moreno Valley General Plan and Municipal Code, and a summary of the City's CEQA compliance for the Specific Plan Amendment.
- Chapter 2 provides the Specific Plan Amendment's project description, prior project approval history, requested discretionary approvals, location and setting, objectives, and build-out and phasing.
- Chapter 3 provides the Specific Plan Amendment's planning framework and land uses.
- Chapter 4 provides the required infrastructure, including the mobility plan (focusing on motorized and non-motorized transportation design and tools); and the, infrastructure plans (focusing on major infrastructure systems, including water, sewer, and drainage facilities).
- Chapter 5 provides the required development standards such as building setbacks, objective building criteria, vehicle parking requirements, permitted uses, walls and fences standards, lighting standards, and loading and screening standards.
- Chapter 6 includes the Specific Plan Amendment's physical design guidelines related to site configuration, the lakes, the lake promenade, parks, and building design.
- Chapter 7 provides the process for subsequent project approvals, funding and financing mechanisms, and implementation actions.
- Appendices 8.1 and 8.2 provide the analysis of the Specific Plan Amendment's consistency with the Moreno Valley General Plan.
- Additional analyses were conducted in association with the Specific Plan Amendment and are available under separate cover, including the SEIR which incorporates the traffic, air quality, greenhouse gas emissions and other environmental impact analyses prepared for the Specific Plan Amendment.

2.0 PROJECT DESCRIPTION AND LAND USE

2.1 Introduction and Project Setting

The Project applicant, T/Cal Realty II, a Delaware, LLC, proposes to implement further development on the Project site, a residential and mixed-use planned community located in the City of Moreno Valley (City), east of Interstate 215 (I-215), south of State Route 60 (SR-60), and north of Lake Perris (Project). More specifically, the Project site is situated on Cactus Avenue and Nason Street, east of Lasselle Street, north of Iris Avenue, west of Oliver Street, and south of Brodiaea Street. The Project's location is shown in Figure 2-1, Regional Location Map, and Figure 2-2, Project Vicinity Map. Except as otherwise provided, the "Project" is comprised of the development, construction, and operation of the land uses within the Project site, including all discretionary Project approvals. The Project is intended to help meet the varying demands for housing, retail, entertainment, and recreation within the geographic "center" of the City.

The Project would encompass 15,000 multi-family and workforce housing options for all ages and income levels; a 25-acre mixed-use commercial and retail town center; 80 acres of parks (comprised of the previously approved 40 acres of lakes, a 15-acre lake promenade, and an additional 25 acres of parkland); 40 acres of schools with up to three elementary school sites and one middle school site; open space, public services and facilities; infrastructure improvements; and other amenities. The Project also would include the addition of one 10-acre area situated along the eastern boundary of the site. The Project's primary circulation spine roads (Nason Street and Cactus Avenue), master drainage, and master flood control improvements, and 50-acre high school (Vista del Lago High School) already have been completed.

The Project site is approximately 2.5 miles from the approved World Logistics Center project, a 2,600-acre logistics campus anticipated to provide 20,000 to 30,000 jobs to the local area. Demand for warehousing and logistics continues to be high throughout Moreno Valley and the Inland Empire region. With transportation connections that link it to the Los Angeles/Inland Empire corridor, Moreno Valley is at the heart of a regional goods movement corridor. (2040 General Plan, p. 3-4.)

The Project site is also situated between two major medical campuses. Adjacent to the Project site to the north is the 439-bed, 520,000-square foot (sf) Riverside University Health System Medical Center (RUHSMC). To the southeast, the 30-acre Kaiser Permanente Moreno Valley campus is undergoing modernization and expansion to provide approximately 460 beds and 1,125,000 sf of medical services and ancillary uses. Together, these two medical facilities employ more than 4,900 people, with plans for expansion. (2040 General Plan, p. 3-4.)

PROJECT DESCRIPTION AND LAND USE

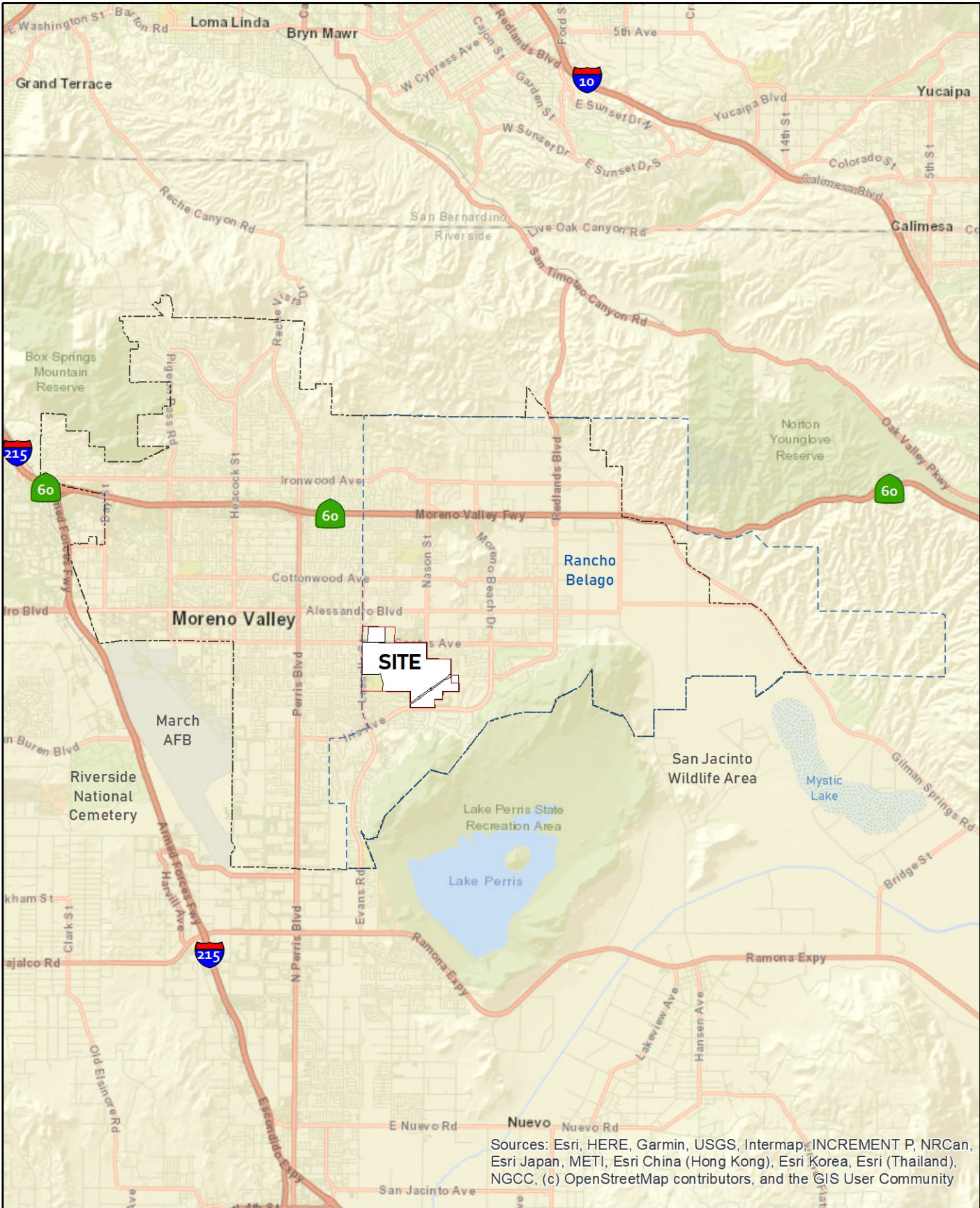
In addition, the Project site is home to educational institutions. The University of California, Riverside (UCR), located approximately eight miles north of the Project site, has a current approximate enrollment of 26,800 students. Only about 30 percent reside on-campus. The UCR campus' Long-Range Development Plan ("LRDP") forecasts student enrollment at 35,000 by 2035, and 14,000 student beds. (2021 LRDP, pp. 32, 28.) Faculty and staff are expected to grow to more than 7,000 people by 2035. (Id., p. 36.) The 2021 LRDP plans for up to 5.5 million gross square feet of new building space by 2035. (Id., p. 43.)



Moreno Valley College, a community college located two miles south of the Project site, has a current enrollment of more than 14,000 students as of 2023. The college also employs more than 585 people, including faculty. (Moreno Valley College, Comprehensive Master Plan, p. 1-10, Aug. 2021.) It does not offer housing. Consequently, a substantial demand is projected to exist for workforce, multifamily, and student/faculty/employee housing within the Project site.

Moreno Valley also features two regional shopping centers, as well as 40 neighborhood-serving commercial centers and over 200 restaurants; however, according the 2040 General Plan, a "large share of the City's retail is located within older, strip and neighborhood-style retail centers of relatively low density." As the City's population grows, the General Plan projects "there will be opportunities to introduce high quality, lifestyle retail centers at well placed nodes in the City," along with mixed-use developments with on-site housing providing added support to adjacent retail. (2040 General Plan, p. 3-4.) The Project proposes shops, restaurants, and community retail to support an urban lifestyle and establish the site as a destination center, without competing with the Moreno Valley Mall, big box retailers, or existing retail centers in the City."





AQUABELLA

RANCHO BELAGO, CA

Project Vicinity Map

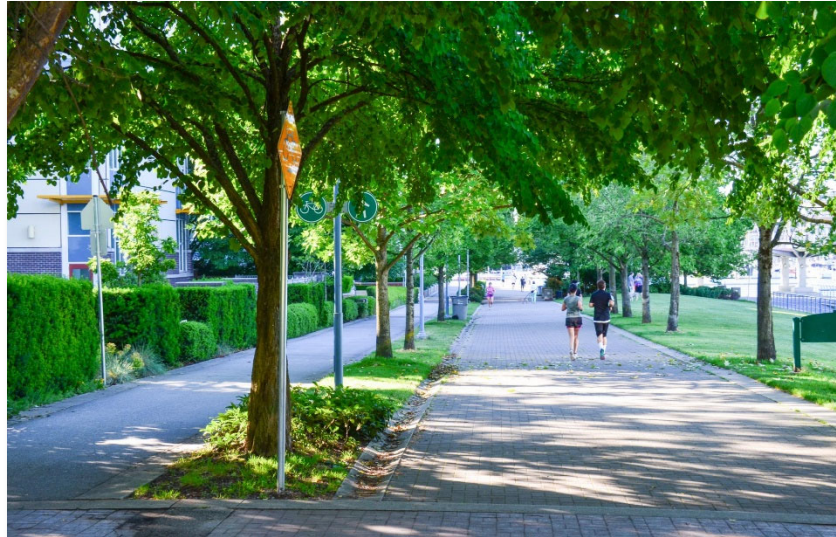


Figure 2-2

February 2024

PROJECT DESCRIPTION AND LAND USE

There are more than 30,000 acres of recreational open space in the region surrounding Moreno Valley. These areas are proximate to the Project site and provide opportunities for hiking, bicycling, rock climbing, camping, picnicking, and water sports. (Id.)



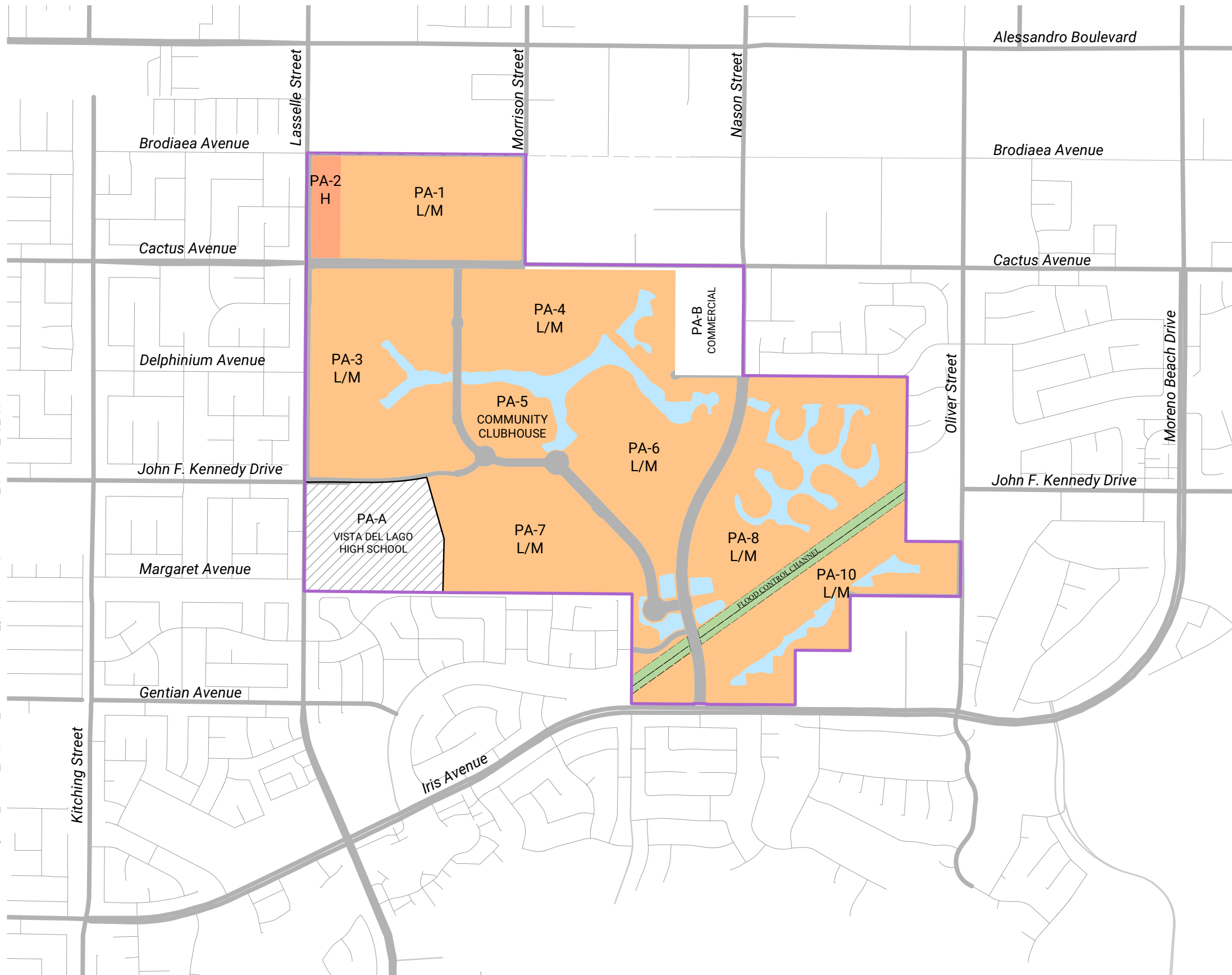
The Project site has long been planned for residential mixed-use development, though discussion of how

the property will be best utilized has changed over the years. On February 23, 1999, the City approved the Moreno Valley Field Station Specific Plan No. 218 for the site and certified an Environmental Impact Report (EIR; State Clearinghouse [SCH] No. 93113076) for 2,922 single-family residential units, a 148.7-acre public golf course, 80.5 acres of schools, and 51.1 acres of parks for the then 760-acre site. Thereafter, a Supplemental EIR (SCH. No. 1993112076) was approved, which addressed concerns raised in a lawsuit regarding traffic, biological mitigation, land use, and alternatives.

In December 2005, the City adopted the Aquabella Specific Plan Amendment (2005 Specific Plan Amendment) for the site and approved an Addendum in compliance with the California Environmental Quality Act (CEQA). In response to a demand for senior housing and because the proposed golf course was no longer feasible due to another golf course in the vicinity, the 2005 Specific Plan Amendment modified the prior project to be a proposed age-restricted active-adult resort community, comprised of 2,702 age-restricted homes of the total project maximum of 2,922 residential units. The 2005 Specific Plan Amendment eliminated the schools (except for the developed high school); planned for a 300-room hotel; and replaced the previously approved golf course with 40 acres of lakes. Figure 2-3, 2005 Land Use Plan, depicts the Aquabella community approved by the City in 2005.

To date, 515 acres of the site have been disturbed or developed under the City's prior approvals. The grading and development consists of the completion of: (a) the 50-acre Vista del Lago High School, (b) the 13-acre, 220-unit multi-family apartment complex in Planning Area 2, (c) the realignment and expansion of Nason Street through the site, (d) Cactus Avenue improvements, (e) drainage and flood control improvements to accommodate future uses, and (f) partial grading of the lake areas.

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Land Use Plan

Legend:

- Greenspace
- High Density Residential (up to 20 du/ac)
- Low Medium Residential (up to 15 du/ac)
- Open Space
- Streets
- Land Use As Noted
- Specific Plan Boundary

LAND USE SUMMARY TABLE

PLANNING AREA			
RESIDENTIAL LAND USES	ACRES	UNITS	DENSITY
PA-1	61.6	378	6.1
PA-2	11.0	220	20.0
PA-3	103.8	629	6.1
PA-4	80.8	327	4.0
PA-5	22.5	0	0.0
PA-6	76.6	304	4.0
PA-7	80.6	326	4.0
PA-8	112.0	461	4.1
PA-9	6.4	0	0.0
PA-10	67.2	277	4.1
SUBTOTAL	622.5	2,922	
NON-RESIDENTIAL LAND USES (INCLUDED IN PLANNING AREAS - APPROX.)			
LAKES	40.0		
NON-RESIDENTIAL LAND USES (NOT INCLUDED IN PLANNING AREAS - APPROX.)			
PA-A EXISTING HIGH SCHOOL	50.0	0	0.0
PA-B COMMERCIAL	25.0	0	0.0
DRAINAGE CHANNEL	15.9		
CIRCULATION	47.1		
SUBTOTAL	138.0		
TOTAL ACREAGE	760.5		

*Includes 300 Potential Hotel/Resort Accommodations, subject to conditional use permit approval.

AQUABELLA

RANCHO BELAGO, CA

2005 Land Use Plan



0 650 1,300 ft

Figure 2-3

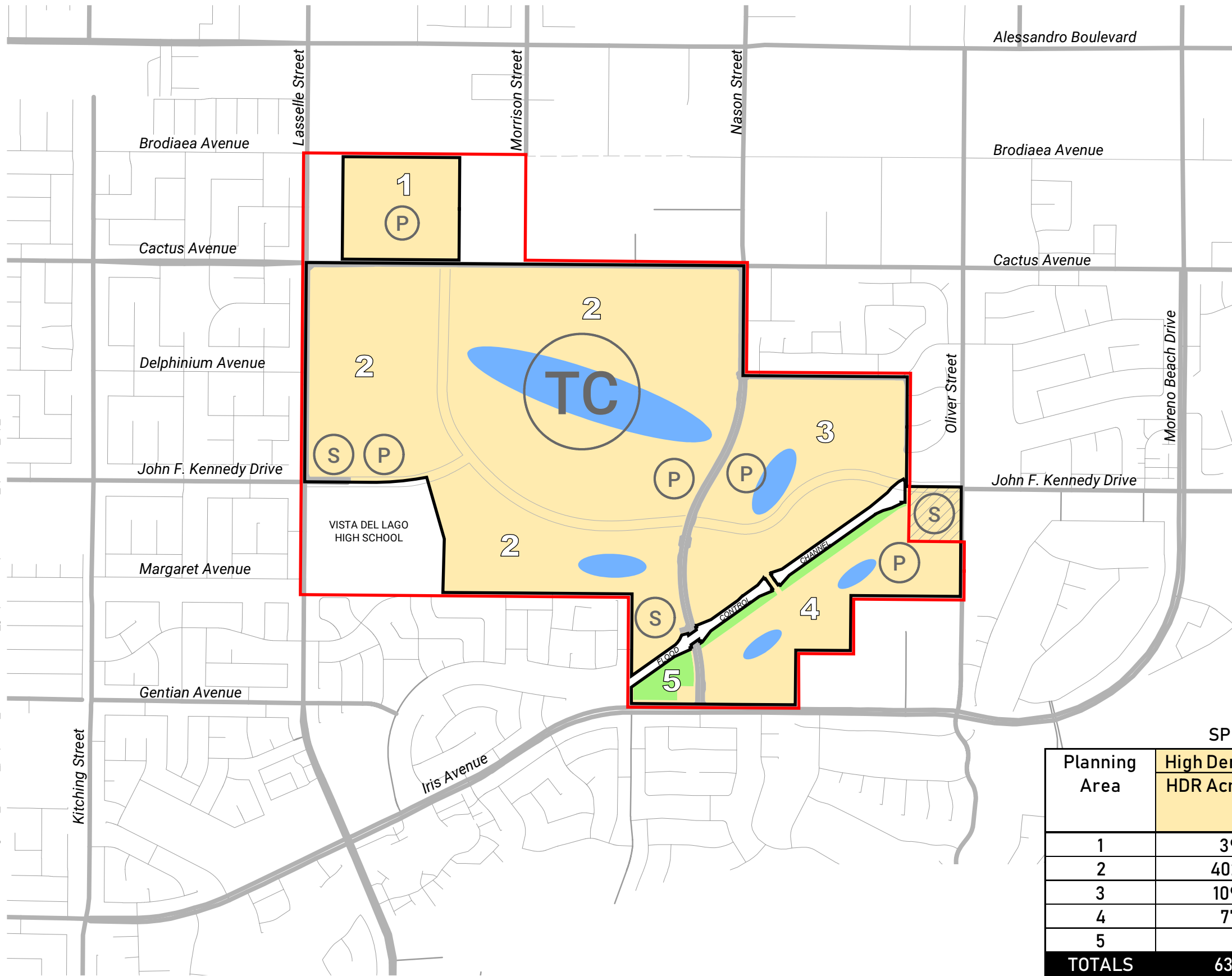
February 2024

PROJECT DESCRIPTION AND LAND USE

To keep pace with the current and future area housing needs and implement the City's objectives to create a vibrant economic and social core within the center of the City, the Project proposes this second Specific Plan Amendment (Amendment 2). This proposed Amendment 2 would further amend SP 218 to continue to develop the 668.6-acre site with approximately 15,000 multi-family residences (in lieu of the prior project maximum of 2,922 residential units); 25-acres of mixed-use commercial and retail town center (similar to prior approvals); 80 acres of parks (comprised of the previously approved 40 acres of lakes, plus a 15-acre lake promenade, and 25 acres of additional parks); 40 acres of up to three elementary school sites and one middle school; public services and facilities; infrastructure improvements; open space, and other amenities. The proposed Amendment 2 also would include the addition of one 10-acre area situated along the eastern boundary of the site. The proposed modified Project responds to the substantial demand for multi-family and workforce housing options, while providing a central town center for recreation, shopping, and entertainment. Figure 2-4, Land Use Plan, depicts the proposed current land use plan for the site.



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LEGEND:

- High Density Residential (HDR)
Allows up to 50 du/ac max.
- Open Space
- Existing Roads
- Specific Plan Boundary
770.0 Acres
- Specific Plan Amendment Boundary
668.6 Acres
- Specific Plan Amendment Parcel Added
10.0 Acres

<p>Floating Land Use:</p> <ul style="list-style-type: none"> Lake Park Town Center School Conceptual Circulation 	<p>Approximate Acres:</p> <ul style="list-style-type: none"> 40 Acres 40 Acres 25 Acres 40 Acres 30 Acres 	<p>80 Park Acres</p>
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SPECIFIC PLAN AMENDMENT SUMMARY TABLE

Planning Area	High Density Residential		Existing Open Space Acres	Existing Road Acres	Total Project Acres
	HDR Acres	HDR Units (allows up to 50 du/ac max)			
1	39.8	2,000			39.8
2	402.6	12,000		15.5	418.1
3	109.5	5,500		6.8	116.3
4	77.4	3,800	6.9	1.0	85.3
5	1.9	100	6.2	1.0	9.1
TOTALS	631.2	15,000	13.1	24.3	668.6

AQUABELLA

RANCHO BELAGO, CA

Land Use Plan



Figure 2-4

February 2024

PROJECT DESCRIPTION AND LAND USE

2.2 Aquabella Project History

2.2.1 The Field Station Specific Plan and Approval

The University of California at Riverside (“University” or “UCR”) purchased the 840-acre Moreno Valley Field Station property in 1962 to conduct agricultural experimental work to foster field research and growing facilities. In the late 1980’s, the University closed the facility in favor of another research station located in Coachella Valley.

After the University sold 80 acres to facilitate the Riverside County Regional Medical Center, it planned to sell the remaining land, but the City requested that the University prepare a Specific Plan. The Moreno Valley Field Station Specific Plan, Specific Plan No. 218 (or SP 218), set forth a plan to develop approximately 710 acres of the then 760-acre site; complement existing land uses; meet market demands; and positively contribute to the City. Specifically, the Field Station Specific Plan envisioned development of 2,922 single- and multi-family homes on approximately 399 acres, a 148.7-acre golf course, 51 acres of parks, 24 acres of retail/commercial, and 80 acres of school and recreational areas, including a high school, middle school, two elementary schools, ball fields, and active play areas. Other proposed improvements covered traffic circulation, flood control, and water and sewer services.

In 1997, the City prepared a draft Environmental Impact Report (SCH No. 93113076) to evaluate the environmental effects of implementing the Field Station Specific Plan. After responding to public and agency comments, the City completed the Final EIR in October 1998, and the City Council certified the Final EIR as adequate, complete, and compliant with CEQA in February 1999.

In April 1999, two environmental groups filed a lawsuit against the City and the Regents of the University of California (Case No. 326810). The suit claimed that the Field Station Specific Plan EIR violated CEQA and State Planning and Zoning laws.

In June 1999, the parties to that litigation reached a settlement and agreed to a court order (writ) requiring the City to prepare a Supplemental EIR to further evaluate traffic and biota impacts associated with the Field Station Specific Plan. Specifically, the writ required the Supplemental EIR to include a revised traffic analysis, specify additional mitigation for biological resources, and consider a specific design alternative. The City completed the Supplemental EIR consistent with the settlement, and then certified the Final Supplemental EIR in May 2003.

2.2.2 The Aquabella 2005 Specific Plan Amendment and Approval

In January 2004, the applicant purchased a 685-acre portion of the Field Station Specific Plan area still owned by the University through a public bid. The applicant, in consultation with the City and other agencies, modified certain features of the Field Station Specific Plan that were deemed infeasible or undesirable. For example, a proposed elementary school site located north of Cactus Avenue was within the restricted setback of a high-pressure gas line along the north side of Brodiaea Avenue, so it was relocated or eliminated. Similarly, the Specific Plan was

PROJECT DESCRIPTION AND LAND USE

approved with an 18-hole public golf course, creating needless competition with the nearby Rancho del Sol 18-hole championship golf course directly to the south and east, and threatening to diminish the economic viability of the existing course. It was, accordingly, eliminated and replaced with a proposed lake complex. Finally, at that time, the City had a projected demand for active-adult residential opportunities, triggering the incorporation of age-restricted development.

Thus, in 2005, T/Cal Realty II, a Delaware LLC sought a Specific Plan Amendment to SP 218 for the Aquabella site. Like the Field Station Specific Plan, the 2005 Specific Plan Amendment proposed up to 2,922 single- and multi-family homes; 2,702 of which were to be age-restricted as part of a gated, active-adult community (55 years of age and older). The commercial area was slightly increased from approximately 24 acres to 25 acres. Additionally, based on meetings with the local school district, the future elementary and middle school sites, originally identified in the Field Station Specific Plan, were no longer required due to the conversion of the site primarily to an active adult community, which does not generate school-age residents. Further, the 50-acre high school site was sold to the Moreno Valley Unified School District for construction of the now existing Vista del Lago High School campus. The high school site, shown in the original Specific Plan, was not affected by the 2005 Specific Plan Amendment.

In lieu of a golf course, the 2005 Specific Plan Amendment proposed 40 acres of lakes, clubhouse facilities, a potential 300-room hotel facility, trail and bicycle paths, and other amenities. It also proposed the elimination and reconfiguration of a previously proposed extension of John F. Kennedy Drive between Lasselle Street and Oliver Avenue due primarily to the lower trip generation rate for the active-adult residential community component of Aquabella. The 2005 Specific Plan Amendment further proposed approximately 16.3 acres comprising open space, drainage channel facilities, and circulation corridors.

To evaluate the environmental effects arising from the 2005 Specific Plan Amendment, in January 2005, the City completed an Addendum to the previously approved environmental documents. The City determined the Addendum was the appropriate type of environmental document primarily because the 2005 Specific Plan Amendment made minor changes to the land use designations contained in the original Specific Plan, made improvements to the internal layout and design, and did not increase the total number of homes.

On December 13, 2005, the City Council considered the Addendum and approved the General Plan Amendment (PA04-0070), Specific Plan Amendment (PA04-082), Tentative Parcel Map (PA04-0069), and Development Agreement (PA04-0005) for the 2005 Specific Plan Amendment project. As approved, the 2005 Specific Plan Amendment authorized the development of approximately 2,922 homes, 40 acres of lakes, a 300-room hotel, 25 acres of commercial uses, open space, recreation, public facilities and services, infrastructure and utility improvements and other amenities.

PROJECT DESCRIPTION AND LAND USE

2.2.3 Aquabella Implementation and Development

Since the 2005 Specific Plan Amendment approval, the applicant, along with the City and the Riverside County Flood Control District (RCFCD), have implemented significant portions of Aquabella, including completing necessary mitigation measures, complying with conditions of approval, and obtaining required federal, state, and regional permitting. The applicant has secured the required permits to address impacts to onsite drainages, including the onsite flood control channel traversing the southeast portion of the project site; graded approximately 437 acres, or 65 percent of the Project site (including the lakes); and developed or facilitated onsite backbone infrastructure, transportation, and drainage facilities. In addition, the project's first residential phase, a 220-unit multi-family residential complex situated on the project site's northwest corner, is now constructed with a non-age restricted apartment complex. The high school (Vista del Lago High School) is also constructed and operational.

Specifically, the applicant's permitting includes the following:

- Section 1602 Streambed Alteration Agreement issued by the California Department of Fish and Wildlife ("CDFW"), SAA No. 1600-2005-0146-R6 and SAA No. 1600-202-0173-R6 (Revision 1), in 2006 and 2013, respectively;
- Clean Water Act Section 404 Permit issued by the U.S. Army Corps of Engineers (Section 404 Permit-200501583-JPL, April 25, 2006, and extended, June 2011);
- Clean Water Act Section 401 Water Quality Certification issued by the Santa Ana Regional Water Quality Control Board in January 2006;
- Conditional and final letters issued by the Federal Emergency Management Agency ("FEMA") in 2004, and 2005 (LOMR 04-09-073P & 90-09-08R; CLOMR 06-09-A709R);
- Water Quality Management Plan approval by the City of Moreno Valley in October 2007 (PA04-0069);
- Master Plan of Service approved by the Eastern Municipal Water District approved a Master Plan of Service for the project in June 2007;
- Mass Grading and Erosion Control Plan and Permit issued by the City in July 2007 (Permit No. PK05-0266 & City ID 2611).

Prior to grading, in 2006, the applicant paid the appropriate Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP) fee for the grading and development of the site. The SKRHCP fee payment contributes to the acquisition and ongoing management of seven core reserves encompassing 41,221 acres in Riverside County, which provides habitat for SKR and other species, including loggerhead shrike, California horned lark, San Diego black-tailed jackrabbit, burrowing owl, black-shouldered kite, and northern harrier.

PROJECT DESCRIPTION AND LAND USE

In 2007, as contemplated by the Aquabella 2005 Specific Plan Amendment, the Riverside County Flood Control and Water Conservation District completed drainage channel improvements, Line F, within the southeast portion of the site. These improvements ensure that adequate storm drain system capacity is maintained. In addition, the applicant has completed all required mitigation, pursuant to the applicable section 404, 401 and 1602 permitting, for the Line F improvements. The installed concrete and earthen channel (and associated earthen basin) are continually maintained in conformance with permit requirements.

In 2007, the applicant also obtained permits to drill and test two deep groundwater wells on the project site pursuant to Riverside County Department of Health Permit No. 33248. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. This additional water source can and would be used in implementing and maintaining the project's lake features. The West San Jacinto Basin Groundwater Sustainability Plan ("GSP") has confirmed that the Moreno Valley area is not currently in overdraft, and groundwater water levels have increased in the area since the 1970's.

In 2011, as contemplated by the Aquabella 2005 Specific Plan Amendment, Nason Street, which traverses the project site, was widened to a 4-lane divided roadway. Nason Street was a crucial capital improvement project for the City. The applicant dedicated a roadway easement to the City through the project site to assist in implementing this realignment and widening project. Other roadway improvements were completed along Cactus Avenue.

In sum, the applicant has undertaken significant work to implement Aquabella. Implementation efforts, however, were put on hold due to the recession and market conditions. In the meantime, the City and region have experienced growth and other changes, including a statewide and local housing availability and affordability crisis, the need for workforce housing, diminished demand for active adult housing, and completion of the City's 2040 General Plan Update in 2021. The applicant is requesting changes to the 2005 Aquabella Specific Plan to help the City better meet local and regional housing goals — though the work completed to date lays the groundwork for the newly envisioned mixed-use planned community.

2.3 Subsequent Environmental Impact Report (SEIR)

The SEIR ensures that the incremental environmental impacts between the modified Project and the previous Specific Plan are analyzed and considered, and that all feasible and reasonable mitigation measures and/or alternatives are implemented to avoid or reduce the identified significant environmental impacts. Overriding considerations will be considered if necessary. The processing of the SEIR requires public notification and agency and public input during the SEIR review process. Please refer to the SEIR for further information, which is available for review at.

<https://www.moval.org/cdd/documents/about-projects.html>

PROJECT DESCRIPTION AND LAND USE

2.4 Project Location and Description

2.4.1 Project Location

The previously approved Specific Plan site encompassed 760 acres. Since that time, portions of the previously approved Specific Plan have been developed (e.g., Nason Street, Vista del Lago High School, Riverside County Flood Control channel, and the multi-family apartment site). As such, the Aquabella Specific Plan Amendment updates the vision for the development of the remaining 658.6-acre site, plus an additional 10-acre parcel that will be included in the Specific Plan, for a total area of 668.6 acres.

The Project site, which is currently comprised of 668.6 acres, is relatively flat land in the southeastern portion of the City in western Riverside County, and of the 668.6-acre site, approximately 437 acres, or 65% of the site has been graded as part of the initial phases of the previously approved 2005 Specific Plan Amendment. The Project site is located east of I-215, south of SR-60, and north of Lake Perris on Cactus Avenue and Nason Street, east of Lasselle Street, north of Iris Avenue, west of Oliver Street, and south of Brodiaea Street. The Project site is in Sections 15, 16, 21, and 22 of Township 3 South, Range 3 West on the USGS Sunnymead 7.5 Minute Quadrangle. Assessor Parcel Numbers (APN) for the Project site include APN Nos. 486-280-056, 486-300-012, 486-300-013, 486-310-014, 486-310-035, 486-320-009, 486-320-010, 486-320-011, 486-320-012.

The Moreno Valley Unified School District (MVUSD) purchased 50 acres and constructed the Vista del Lago High School in the southwest corner of the Project site. In addition, MV Bella Vista purchased and completed development of a 220-unit market rate multi-family apartment complex on an 13-acre parcel in the northwest corner of the Project site called “Villa Annette”.

The RUHSMC bounds the Project site to the north and the Kaiser Permanente Moreno Valley medical campus is to the southeast. Residential uses surround the Project site to the west, northwest, northeast, south, and east, along with several neighborhood parks. Landmark Middle School and the Rancho Del Sol golf club are located east of the Project site. The Lake Perris State Recreation Area, comprising approximately 8,800 acres of open space and recreation, is approximately two miles to the south of the Project site. Locally servicing commercial/retail uses are also found in the Project area. Moreno Valley College is located approximately one mile south of the Project site and the new World Logistics Center logistics campus is located approximately 2.5 miles northeast of the Project site. See Figure 2-2, Vicinity Map, above.

PROJECT DESCRIPTION AND LAND USE

2.4.2 Project Description

This proposed Aquabella Specific Plan Amendment is designed to refresh the land use plan, goals, objectives, development standards, and design guidelines from that described and depicted in the previously approved 2005 Specific Plan Amendment adopted on December 13, 2005 (Ordinance No. 703; 2005 Specific Plan Amendment).

The proposed Specific Plan Amendment responds to new economic, marketing, technological, transportation, social, demographic, local, and regional opportunities that have arisen since adoption of the 2005 Specific Plan Amendment.

This current Aquabella Specific Plan Amendment Project would comprise 15,000 multi-family and workforce housing options for all ages and income levels (in lieu of a gated active-adult community with a maximum of 2,922 residential dwelling units); a 25-acre, mixed-use commercial and retail town center and the 300-room hotel (the commercial/retail use and 300-room hotel were previously approved project features); 80 acres of parks, comprised of the previously approved 40-acre lake, a 15-acre lake promenade, and an additional 25 acres of parks; 40 acres of schools with up to four site locations; open space; public services and facilities; infrastructure improvements; and other amenities. The Project also reflects the addition of one 10-acre area situated along the eastern boundary of the site.

This Specific Plan Amendment Project proposes to deliver a premier mixed-use, urban village and town center within the geographic “center” of the City. The Amendment is guided by the overall goal of creating a unique, neighborhood town center where residents and visitors can live, work, play, and shop. The Amendment retains the character of the surrounding area, connects it to the adjacent uses, and creates a hub of diverse multi-family residential home options within the center of the City to address the needs of the City’s existing and future residents, accommodate and enhance jobs in onsite, adjacent, and proximate major job centers in order to reduce long commutes, achieve a better balance of jobs-to-housing, and facilitate job growth in central Moreno Valley.

The size and scale of the Aquabella Specific Plan Amendment would also provide a unique opportunity to plan an integrated, connected downtown center neighborhood intended to maximize walkability and encourage day-to-day interaction between the mix of complementary land uses within the Specific Plan Amendment — all as part of an efficient transportation network in central Moreno Valley that incorporates automobile travel, transit, pedestrian and bicycle routes, and other multi-modal transportation programs and technologies that will move residents efficiently to and from major job and entertainment centers.

Flexibility in planning is a hallmark of the Aquabella Specific Plan Amendment. For example, the town center, parks, and schools are shown on the Specific Plan’s Land Use Plan as “TC,” “P,” and “S.” See Figure 2-4, Land Use Plan, above. These symbols represent floating land use designations intended to indicate a general area within which town center, parks, and schools could be located. It does not preclude other uses that would otherwise be permitted within the

PROJECT DESCRIPTION AND LAND USE

Project boundary. The specific size, exact location, and configuration of the schools, parks, and town center would be finalized through a site plan or plot plan process. Implementation of the floating land use designations will be reviewed by the Director of Community Development, or designee, and allowed as part of a ministerial approval subject to substantial conformance with applicable, objective school, parks, and town center development standards.

Additionally, the transportation circulation network remains a vital component of implementing the Specific Plan Amendment. For example, the 2005 Specific Plan Amendment provided a maximum of 2,922 residential dwelling units of which 1,187 units were multi-family (or approximately 40%). The balance of the homes were detached single-family residential with higher daily traffic trips than multi-family residential.

This Specific Plan Amendment proposes all multi-family housing options, which generate fewer daily traffic trips per home, and provides a range of multi-family residential housing types compatible with surrounding detached single family homes. These residential options will help meet the growing demand for walkable urban living and a diverse range of housing options along a spectrum of affordability, including duplexes, fourplexes, courtyard apartments, row townhomes, multi-level garden apartments, and live/work homes.

Upon buildout, the Specific Plan Amendment would allow a maximum of 15,000 diverse, multi-family housing options; a 25-acre mixed-use commercial and retail town center; 80 acres of parks (comprised of the existing, approved 40-acre lake, the 15-acre lake promenade, and an additional 25 acres of parks); 40 acres for up to four school site locations; multi-use trails; an efficient transportation circulation system with enhanced corridors and gateways; public facilities and services; open space; utility improvements; and other associated amenities. The Project also reflects the addition of one 10-acre area situated along the eastern boundary of the site.

Though previously approved, the lake and the lake promenade features remain an integral part of the community. These features are shown diagrammatically, within planning areas, and are subject to variation as to configuration and precise location. However, this Specific Plan Amendment requires that the lakes remain at a maximum of 40 acres and the lake promenade remain at a maximum of 15 acres.

Table 2-1, Land Use Statistical Summary, provides the Specific Plan Amendment’s modified land use statistical summary.

PROJECT DESCRIPTION AND LAND USE

**TABLE 2-1
LAND USE STATISTICAL SUMMARY**

Planning Area	HDR Acres	HDR Units (up to 50 du/ac max)	Existing Open Space	Existing Roads	Total Project Acres
1	39.8	2,000			39.8
2	402.6	12,000		15.5	418.1
3	109.5	5,500		6.8	116.3
4	77.4	3,750	6.9	1.0	85.3
5	1.9	100	6.2	1.0	9.1
TOTALS	631.2	15,000	13.1	24.3	668.6
FLOATING LAND USE (acreage included in planning areas above)					
LAKE (as open space and parkland)					40*
PARK and LAKE PROMENADE					40*
SCHOOL (up to 4 site locations)					40*
TOWN CENTER (up to 49,900 square feet commercial and 300-room hotel)					25*
* Approximate acreage for various "Floating Land Uses" (area within residential planning areas above)					

PROJECT DESCRIPTION AND LAND USE

2.5 Project Objectives

This statement of project objectives has been established for the Aquabella Specific Plan Amendment. The overall project objective is to continue to implement the Aquabella project, as modified, as a vibrant residential and mixed-use planned community consistent with City's General Plan goals and objectives. The 2006 General Plan identified eight “ultimate” goals, and through the 2040 General Plan Update (adopted, June 15, 2021), the City refreshed its vision and guiding principles to respond to new economic, technological, social, demographic, regional, and global challenges and opportunities that have arisen in past years.¹ The following project objectives govern:

1. Create a residential and mixed-use planned community framework within the center of the City that contributes to a distinct downtown center core consistent with the General Plan.
2. Provide a broad mix of multi-family residential housing options for all ages and income levels within the Downtown Center of the City to address the needs of the City's existing and future residents, including those employed by adjacent and proximate health care, education, and logistics fields in order to reduce long commutes to other distant job centers, achieve a better balance of jobs-to-housing balance, and facilitate housing and job growth in central Moreno Valley.
3. Focus new residential, mixed-use, and retail/commercial uses within the City's Downtown Center and provide inviting uses to build Moreno Valley's sense of place, promote visitor-serving uses (e.g., Town Center, hotel), and take advantage of the site's sustainable lakes, lake promenade, and other amenities.
4. Utilize currently undeveloped land situated within the City to foster vibrant gathering places, diversify the local economy, and implement livable sustainable mixed-use neighborhoods where people can live, work, recreate, and shop.
5. Implement the delivery of efficient public facilities and services (e.g., schools, parks, trails, police/fire, etc.); support frequent and reliable transit service and other multi-model transportation measures; promote walking and biking; and reduce vehicle miles

¹ The 2040 General Plan Update was effective immediately upon adoption in June 2021. However, in July 2021, an environmental group filed a lawsuit challenging the City's adoption of its General Plan Update, including the changes to the Zoning Ordinance (Ord. No. 981, adopted Aug. 3, 2021), its Housing Element Update, its Climate Action Plan (CAP), and certification of its EIR for alleged violations of CEQA (*Sierra Club v. City of Moreno Valley, et al.*, Riverside County Superior Court No. CVR 12103300). The ongoing litigation could potentially result in the invalidation of the City's General Plan and corrective action. However, the applicant has submitted a SB 330 preliminary application, which locked in (vested) the adopted 2040 General Plan at the time of the submittal of the application. This Aquabella SB 330 application protects against the potential invalidation and correction of the 2040 General Plan due to the litigation. This Specific Plan Amendment also includes an analysis of Project's consistency with the City's prior General Plan and zoning; and is a stand-alone proposed Project.

PROJECT DESCRIPTION AND LAND USE

travelled by taking advantage of a site approximating the size and scale of the previously-adopted Aquabella Specific Plan.

6. Focus on maintaining and enhancing an efficient transportation network within central Moreno Valley, including automobile travel, transit, pedestrian and bicycle routes, car/van pools, electric vehicles, rideshare companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and shuttles to adjacent and proximate major job centers (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center).
7. Maintain and strengthen the quality of life in central Moreno Valley with quality schools, parks, multi-use trails, responsive public services, and reliable utility infrastructure.
8. Assist the City with its local and regional housing needs.

The objectives also will be used to evaluate the Project's onsite alternatives and alternative site locations in the SEIR.

3.0 PLANNING FRAMEWORK

3.1 Description

The Aquabella Specific Plan Amendment establishes the framework for the design and implementation of a premier infill mixed-use, community within the geographic “center” of Moreno Valley. The primary focus is on creating a unique community where visitors can live, work, play, dine, and shop.

The Specific Plan Amendment establishes Aquabella’s Town Center as a social and shopping hub that supports the local economy and provides exceptional recreational amenities including the lake, lake promenade, corridors, and connections to serve as focal points not only for Aquabella and the City of Moreno Valley, but for the Inland Empire.

The Specific Plan Amendment will provide diverse residential villages with a mix of housing options, parks, trails and neighborhood amenities, and provide needed workforce housing. Adjacent to Aquabella is the Riverside University Health System Medical Center and the Kaiser Permanente Moreno Valley campus. Nearby are Moreno Valley College, World Logistics Center, and March Air Force Reserve creating a strong demand for housing in the area.

3.2 Planning Areas

As shown on the Aquabella Land Use Plan (figure 2-5), development of the Specific Plan Area will occur within five Planning Areas (PA), which are separated by roads or the flood control channel that serve as the major infrastructure building blocks of the Project. This Section describes the geographic locations of the five Planning Areas. Figure 2-4, Land Use Plan identifies four Floating Land Uses that may be located anywhere within the Planning Areas. These Floating Land Uses are Lake, Park, Town Center and School. The land uses that would be implemented within each of these Planning Area are discussed in Sections 3.3 through 3.8, below.

3.2.1 Planning Area 1

This 39.8-acre Planning Area is located north of Cactus Avenue, south of Brodiaea Avenue and east of the Villa Annette Apartments (210 units), northwest of the intersection of Cactus Avenue and Lasselle Street. PA 1 is designated High Density Residential (up to 50 dwelling units per acre) with a Park.

3.2.2 Planning Area 2

The largest Planning Area (418.1 acres) is located east of Lasselle Street, south of Cactus Avenue, west of Nason Street, north of the drainage channel and south of the Riverside University Health System Medical Center. This Planning Area is designated High Density Residential (up to 50 dwelling units per acre) and will contain the majority, if not all, of the lake feature and Town Center and contains Schools (S) and Parks.

PLANNING FRAMEWORK

3.2.3 Planning Area 3

This 116.3-acre Planning Area is located east of Nason Street, south of Delphinium Avenue, west of Evergreen and Oliver Streets, and north of the drainage channel. PA 3 is designated High Density Residential (up to 50 dwelling units per acre) with a Park (P) and a Lake.

3.2.4 Planning Area 4

PA 4 comprises 85.3 acres and is located south of PA 3 and the drainage channel, north of the 30-acre Kaiser Permanente Moreno Valley campus and Iris Avenue, east of Nason Street, and west of Oliver Street. 77.4 acres of PA 4 are designated High Density Residential (up to 50 dwelling units per acre) with a Park (P) and a School (S) shown at the northeast corner next to Landmark Middle School, and Lake southeast of the drainage channel. PA 4 also includes 6.9 acres of Open Space southeast of the drainage channel which comprise existing riparian mitigation.

3.2.5 Planning Area 5

PA 5 is 9.1 acres located at the northwest corner of Iris Avenue and Nason Street. This Planning Area is south of the 19-acre drainage channel and includes a portion of the existing riparian mitigation area. 1.9 acres of PA 5 is designated High Density Residential (up to 50 dwelling units per acre) and 6.2 acres are designated Open Space for the existing mitigation area. This Planning Area also contains 1 acre of existing roadway. This Planning Area is envisioned as a gateway into the Aquabella community from the south.

3.3 Villages

The Planning Areas will be developed in a series of Villages, each with an individual theme and identity carried throughout the Village. The separate identities for each Village may be created primarily by the architectural style of the dwellings, landscaping, fencing, entry monumentation, and the use of the streets and open spaces.

Each Planning Area may have a number of Villages of varying sizes. Some Villages may be comprised of just one multi-family development, while others may be made up of a variety of residential developments and mixed-uses.

The Villages are envisioned to contain a diversity of housing types, including duplexes, fourplexes, courtyard apartments, row townhomes, multi-level garden apartments, and live/work homes, as discussed below. One or more Villages will also serve as the primary commercial component, the Town Center. Retail, dining, entertainment, and visitor-serving establishments are envisioned to occur within the Town Center area. It is envisioned that the Town Center will be located adjacent to the lake, allowing for interconnection between the lake, lake promenade, residential, and commercial uses.

PLANNING FRAMEWORK

Paseos will wind throughout the Villages and establish interconnection with adjacent Villages. Parks, recreation, and/or open space areas will be incorporated throughout the Villages in a manner that reinforces the overall theme. Paseos, trails, and walkways will connect the parks and open spaces throughout the Specific Plan area. Villages may also contain focal points such as the lake and/or gathering areas within parks, recreation centers, schools, or the lake promenade that may also serve to reinforce the Village theme.

3.4 Town Center

The Aquabella Town Center is envisioned to be a shopping, dining, and entertainment destination. Approximately 25 acres of shops, restaurants, offices, and entertainment uses will be located within the site, providing an economic, social, and cultural draw to the area. The Town Center may be developed along the lake, providing interconnection through outdoor public spaces in a manner that creates a unique attraction for the region.

The Town Center is designated on the Land Use Plan as floating land use. It is anticipated that the Town Center will be located within Planning Area 2; however, it can be implemented anywhere within the Specific Plan area. Further, the Town Center may be segmented such that a portion is located in one area of the site, and another portion of the Town Center is completed in a different location within the Specific Plan area. Chapter 7 Administration and Implementation describes the project development process.



PLANNING FRAMEWORK

3.5 High Density Residential

In order to provide flexibility in the design and implementation of Aquabella and to meet the long-term goals of providing workforce housing, the Land Use Plan has one primary land use: High Density Residential. The other uses within the plan are treated as permitted uses that may be located anywhere within the Specific Plan area. Park, Lake, Town Center, and School uses are shown as floating land uses.

A wide variety of residential products are anticipated for the Project. Flexibility is required to respond to residential market needs and provide a variety of residential products to fit a variety of lifestyles and income levels. These units are in response to a housing need in the Inland Empire. Residential types may include garden style stacked flats; row townhomes; duplex homes, or attached courtyard homes. Residential products may further be designed as live/work homes or as housing for students or seniors to meet area needs.



3.5.1 Garden Style Stacked Flats

Garden Style Stacked Flats are multi-family dwelling buildings containing a number of dwelling units.

3.5.2 Row Townhomes

A row townhome or townhouse is a multi-level home that shares walls on one or both sides, and typically has ground-level entry.

3.5.3 Duplex Homes

A duplex home is a multi-family home containing two units.



3.5.4 Attached Courtyard Homes

Attached courtyard homes are attached single family homes on individual lots that are smaller than typical single-family lots. These homes are typically developed in clusters, or pods, and orient towards a common courtyard which provides vehicular access. Courtyard homes feature an open-air courtyard typically located at the back of the house, around which the home is

PLANNING FRAMEWORK

constructed. Courtyards can also be found at the front of the home, in a side yard or even as a garage entry.

3.6 Lake

The Land Use Plan is designed around the 40-acre sustainable lake which will foster a sense of place and serve as a focal point for the overall Town Center envisioned in the City's recent General Plan. Surrounding the lake edge will be a 15-acre Lake Promenade that will provide connectivity throughout the community and create social and recreational opportunities via a number of public amenities such as multi-use hiking, walking, and biking trails, bandstands, amphitheaters, picnic areas, cafes, kiosks, canoe and kayak rentals, and piers. The lake was originally approved in 2005 to replace a previously approved golf course, and the grading for the lake has commenced. The final location of the lake complex has not been determined; while the lake complex may be located in any or all of the Planning Areas, the lake will be primarily centered within Planning Area 2. Consistent with prior approvals, tertiary-treated water and/or existing on-site wells will provide water to assist in filling and maintaining the lake features, and as previously envisioned, will continue to be designed and implemented to collect, capture, retain, and treat surface water flows as part of Aquabella's drainage and flood control hydrology.

Aquabella Lake is depicted on Figure 2-5, Land Use Plan as a floating land use, which can be implemented anywhere within the Specific Plan Area. Chapter 7 Administration and Implementation describes the project development process.



PLANNING FRAMEWORK

3.7 Parks - Recreation

In addition to the 40-acre lake and 15-acre lake promenade, an additional 25 acres of public parks and active recreation facilities are provided within the Project. This parkland will be distributed throughout the Project in a variety of park sizes. These may include a sports park, neighborhood parks, and/ or pocket parks. In addition to this public parkland, private recreation facilities and amenities may be provided at the larger multi-family residential developments.



The public parks are depicted on the Land Use Plan as a floating land use. The location and size of each of the parks will be determined upon Project implementation.



3.8 Schools - Education

The Specific Plan Amendment provides 40 acres for the development of up to four school locations. These schools are shown as a floating land use on the Land Use Plan. The number and location of the schools will be determined after consultation with Moreno Valley Unified School District. Vista del Lago High School is adjacent to Aquabella and was once part of the original Specific Plan boundary. Other existing nearby schools include Landmark Middle School, Hendrick Ranch Elementary School, and La Jolla Elementary School.



4.0 INFRASTRUCTURE

4.1 Mobility

4.1.1 Existing Conditions

Vehicle Circulation

Moreno Valley is regionally accessible via Interstate 215 (I-215) to the west and State Route 60 (SR-60) to the north. I-215 provides connections to State Route 91 (SR-91) approximately 10 miles to the north and State Route 74 (SR-74) approximately 8 miles to the south.

Primary vehicular access to Aquabella is provided via Cactus Avenue, which directly connects to I-215 to the west, and Nason Street, which bisects the Project site and directly connects to SR-60 to the north. Additional arterial roadways that would serve the community include Lasselle Street, John F. Kennedy Drive, and Moreno Beach Drive/Iris Avenue, Oliver Street (see Figure 4-1, Conceptual Circulation Master Plan).

Cactus Avenue, an east-west street, is classified as a Minor Arterial in the City's General Plan adjacent to the site, becoming a Divided Major Arterial where it passes Heacock to the west. Cactus Avenue provides direct access from the site to I-215. Arterials carry the majority of traffic traveling through the City, providing access to freeways as well as major activity centers and residential areas. Sidewalks are typically included, and Class I or IV bike lanes are recommended. The Minor Arterial designation signifies an 88' right-of-way (ROW), while the Divided Major Arterial designation signifies a 134' ROW. Where it bounds the site, Cactus Avenue provides 4 travel lanes.

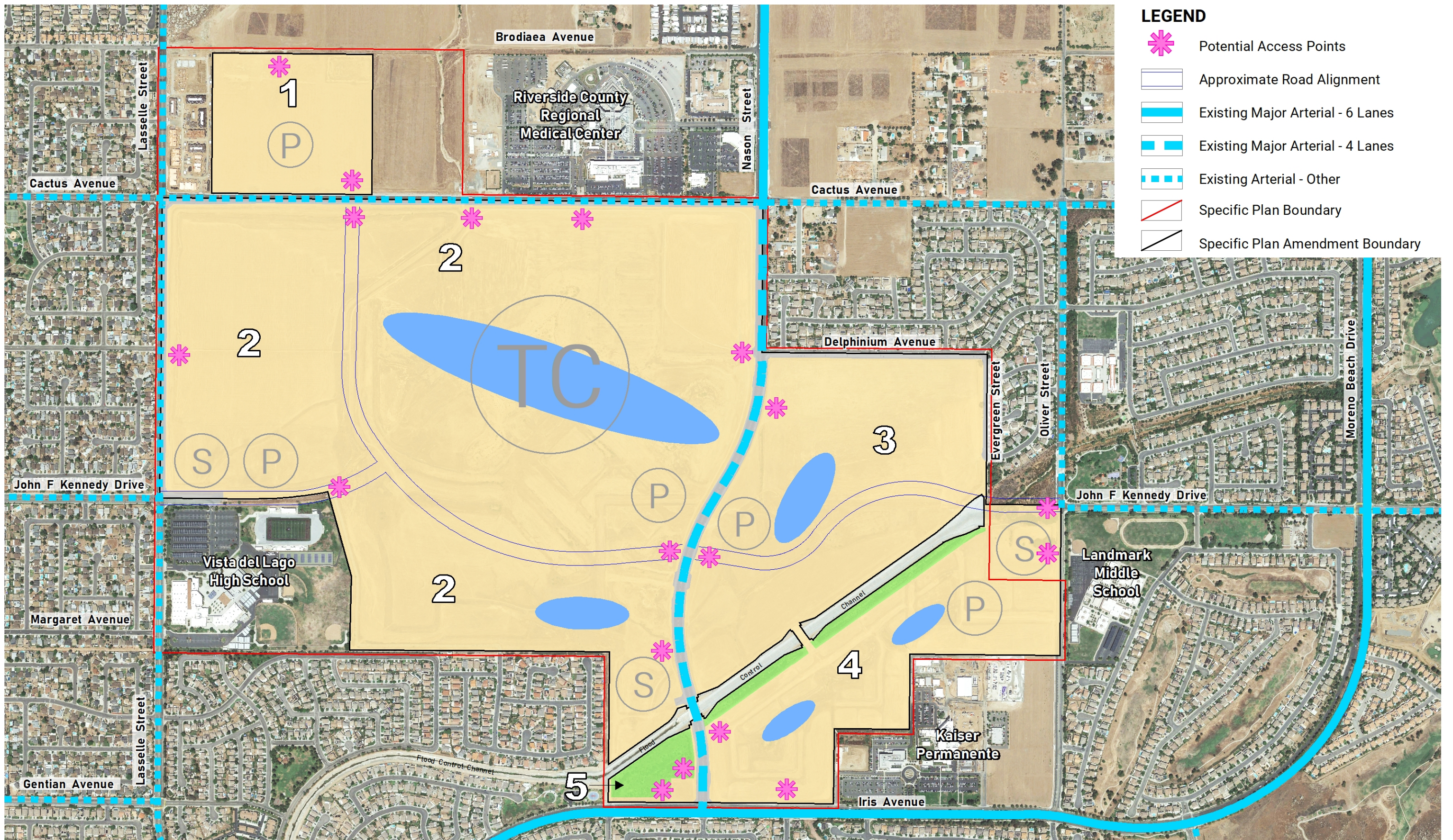
Nason Street, a north-south street, is classified as a Divided Arterial where it intersects the site, providing a direct connection to SR-60 to the north. Nason Street provides 4 travel lanes where it traverses the site. The Divided Arterial designation signifies a 110' ROW.








Moreno Beach Drive/Iris Avenue bound the site to the south, provide 6 travel lanes, and are classified as Divided Major Arterials (134' ROW). East of the site, east-west traveling Iris Avenue turns north and becomes Moreno Beach Drive, which connects to SR-60.

Lasselle Street, a north-south street, bounds the site to the west, provides 4 travel lanes, and is classified as an Arterial. The Arterial designation signifies a 100' ROW.

John F. Kennedy Drive, an east-west street, intersects the site to the west, ending at the site. It is classified as an Arterial in the City's General Plan (100' ROW) and provides 4 travel lanes.

Oliver Street, a north-south street, bounds the site to the east and is classified as a Minor Arterial (88' ROW). Oliver Street provides 4 travel lanes, which reduce to 3 lanes where it passes Celebration Park and Landmark Middle School.



- LEGEND**
-  Potential Access Points
 -  Approximate Road Alignment
 -  Existing Major Arterial - 6 Lanes
 -  Existing Major Arterial - 4 Lanes
 -  Existing Arterial - Other
 -  Specific Plan Boundary
 -  Specific Plan Amendment Boundary

AQUABELLA

RANCHO BELAGO, CA

Conceptual Circulation Master Plan

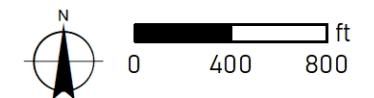


Figure 4-1

February 2024

INFRASTRUCTURE

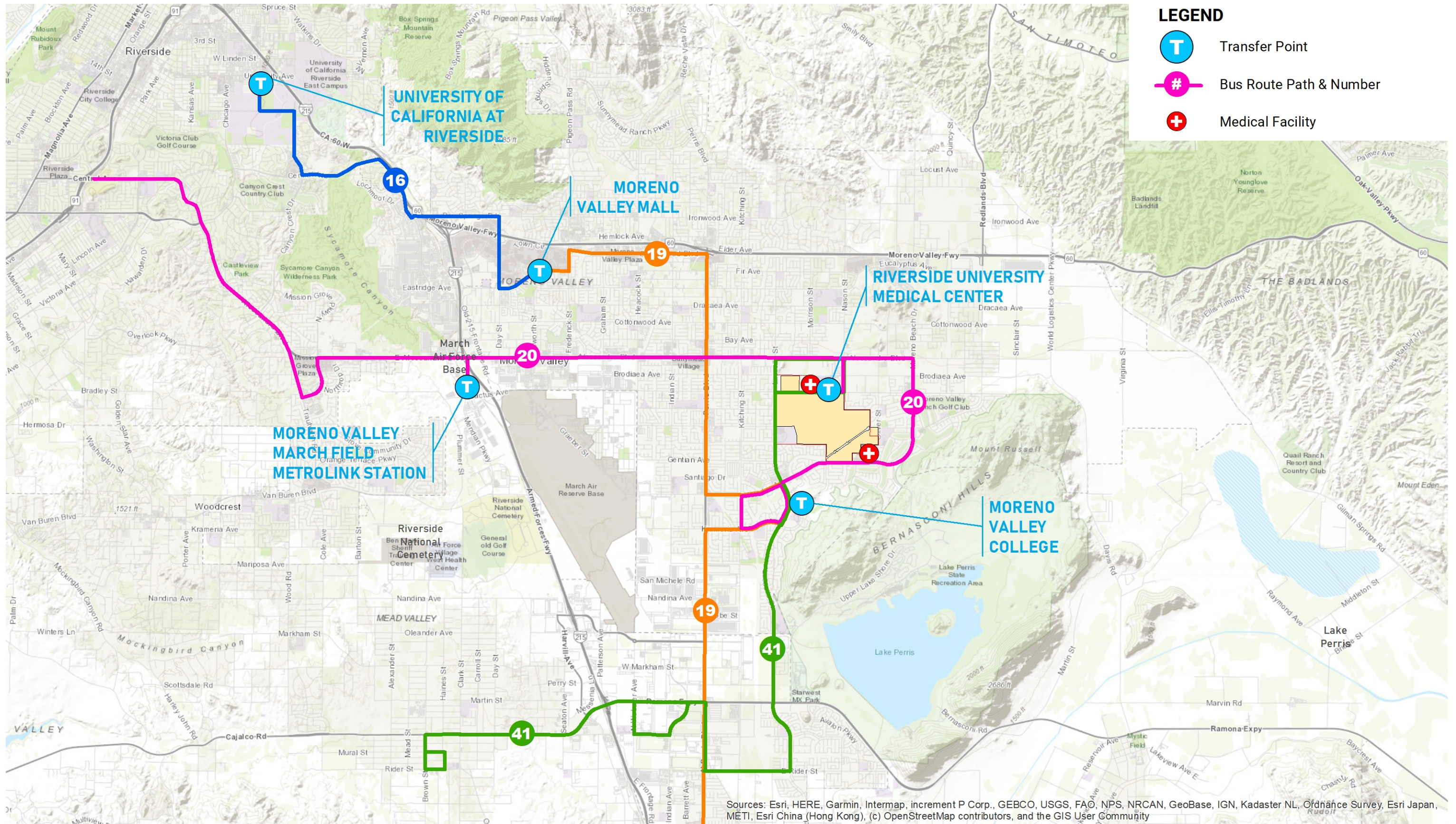
Transit

Transit service can provide an alternative to automobile travel and is a critical mode of transportation for those who cannot drive (such as the elderly, youth, or disabled) or do not have access to a vehicle. The transit options in Moreno Valley are depicted in Map C-3 found in the City's 2040 General Plan. Most of the available public transportation is provided by the Riverside Transit Agency (RTA) via fixed route and paratransit bus services. RTA provides routes within the City that connect to major destinations such as the Moreno Valley/March Field Metrolink Station, Perris Station Transit Center, University of California, Riverside (UCR), and Moreno Valley Mall.

Aquabella is served by three RTA bus routes. Route 20 proceeds along Alessandro Boulevard to Nason Street, with connections to Riverside University Hospital, then past Nason Street to Moreno Beach Drive, with connections to Kaiser Permanente Medical Center, along Iris Avenue, and past Lasselle Street. Route 31 runs along Nason Street to the Riverside University Medical Center, with connections to the Moreno Valley Mall, Senior Center, and Mt. San Jacinto College. Route 41 proceeds along Lasselle Street to Alessandro Boulevard, to Nason Street with a connection to Riverside University Medical Center, along Cactus Road, and back to Lasselle Street (see Figure 4-2, Transit System Map).

The City's 2040 General Plan addresses ways to improve transit connectivity and develop other methods of attracting ridership. For example, to improve transit connectivity, the City will work with other local agencies to increase transit access through a combination of new routes and/or higher service frequency, expanded hours, and making the public transit experience more user friendly and attractive, such as through improved bus shelters that offer cooling/shade from the sun during drier months and protection against rainy/cold conditions during wetter months. As Moreno Valley expands its transit offerings, the City will help support the prioritization of needs of seniors, minorities, low-income, disabled, and transit-dependent residents to ensure that everyone can make the trips they need to live, work, and play to their fullest potential in Moreno Valley. (2040 General Plan, p. 4-18.)

In addition, pursuant to the City's General Plan, given that the majority of Moreno Valley is of a suburban, low-density character, expanding public transit routes within Moreno Valley would likely be an inefficient method of attracting greater transit ridership. Other methods of attracting ridership could include focusing on providing high-quality service between employment centers and mixed-use destinations along the major corridors of the city, supplemented with features such as park-n-rides and pedestrian and bicycle infrastructure to create multi-modal transportation nodes, and coordinating with transit providers to promote bus user satisfaction through strategies such as reduced headways and improved on-time performance. (2040 General Plan, pp. 4-18, 4-20.)



INFRASTRUCTURE

Bicycle and Pedestrian Mobility

Moreno Valley has made a concerted effort to design a system of complete streets, which expand bicycle and pedestrian options for its residents to optimize travel by all modes to achieve health and environmental benefits.

Existing Class II bike lanes that would serve the community are provided on Cactus Avenue, Nason Street, Moreno Beach Drive/Iris Avenue, Lasselle Street, and John F. Kennedy Drive. Class II bike lanes are what people may conventionally think of bike lanes, providing striped lanes designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian cross flow are permitted at designated locations.

The City's pedestrian network surrounding the Aquabella community includes sidewalks along most arterial roadways and crosswalks at intersections, all of which are designed to ensure safe walking opportunities. Sidewalks are currently provided along at least one side of Cactus Avenue, Nason Street, Moreno Beach Drive/Iris Avenue, Lasselle Street, and John F. Kennedy Drive.

Citywide Transportation Demand Management

The City's 2040 General Plan addresses Transportation Demand Management (TDM) within Moreno Valley. TDM refers to a comprehensive strategy to reduce driving and resulting vehicle miles travelled (VMT) by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. While some TDM measures can be undertaken by the City, such as investments in facilities and programs to encourage alternative modes of transportation, other TDM measures require collaboration with other jurisdictions, for example with transit providers to seek expanded service, or with employers to encourage flexible work schedules and the provision of on-site childcare, preferential carpool parking, and subsidized transit passes.

In addition, the Southern California Association of Governments (SCAG) has developed a long-range planning vision to balance future mobility and housing needs with economic, environmental, and public health goals. SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also called Connect SoCal, has allocated \$7.3 billion through 2045 to implement TDM strategies throughout the region. There are three primary goals of SCAG's TDM program:

- Reduce the number of single-occupant vehicle (SOV) trips and per capita VMT through ridesharing (which includes carpooling and vanpooling) and providing first/last mile services to and from transit,
- Redistribute or eliminate vehicle trips during peak demand periods by supporting telecommuting and alternative work schedules, and
- Reduce the number of SOV trips through use of other modes such as transit, rail, bicycling, and walking, or other micro-mobility modes.

INFRASTRUCTURE

Moreover, the Western Riverside Council of Governments (WRCOG), of which the City of Moreno Valley is a member agency, has identified the following key strategies for TDM as most appropriate in the WRCOG subregion:

- Diversifying land use,
- Improving pedestrian networks,
- Implementing traffic calming infrastructure,
- Building low-stress bicycle network improvements,
- Encouraging telecommuting and alternative work schedules, and
- Providing ride-share programs.

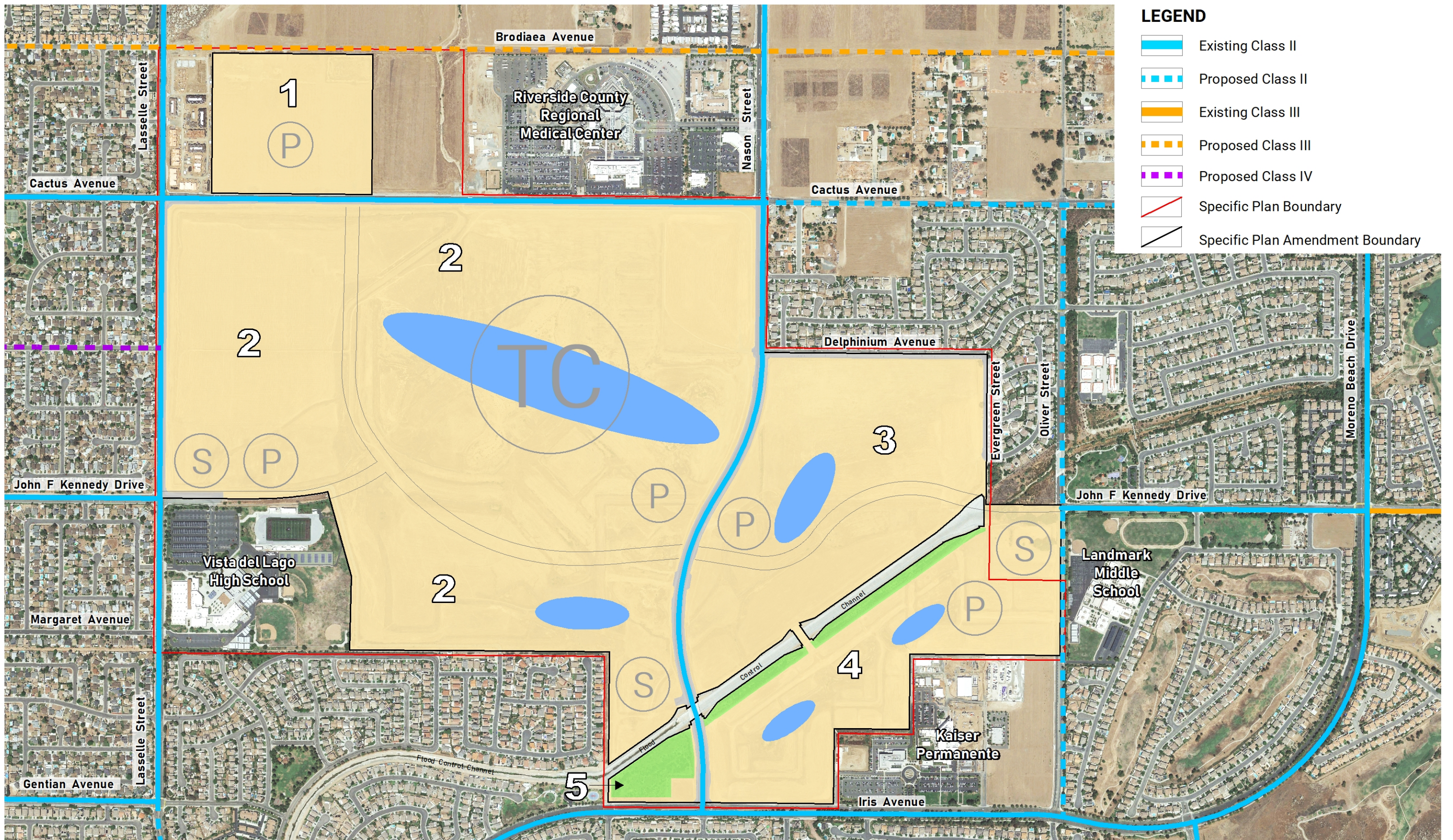
4.1.2 Project Mobility Plan

Vehicle Circulation

Figure 4-1, Conceptual Circulation Plan, identifies approximate road alignments and potential access points to existing roadways. Specific alignments and access points will be determined during development of Aquabella and be consistent with the Project Traffic Study provided at the Aquabella Specific Plan Amendment Subsequent Environmental Impact Report (EIR).

Bicycle Circulation

Figure 4-3, Bicycle Circulation Plan identifies existing bike lanes and potential bike lanes. Specific locations and access points will be determined during development of Aquabella and be consistent with the Project Traffic Study provided at the Aquabella Specific Plan Amendment Subsequent Environmental Impact Report (EIR).



INFRASTRUCTURE

Project Design Features

Fifteen Project Design Features (PDF) are provided within the Project to reduce traffic.

Residential Trip Reduction Measures

PDF 1: Community-Based Travel Planning: The Project's residential uses shall implement community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles, thereby reducing household VMT and associated GHG emissions. Implementation of this measure shall consist of teams of trained travel advisors visiting all households within the Project upon move-in and having tailored conversations about residents' travel needs, and educating residents about the various transportation options available to them.

PDF 2: Unbundle Residential Parking Costs from Property Costs: The measure shall unbundle, or separate, a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost. On the assumption that parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Unbundling may not be available to all residential developments, depending on funding sources and type of development. Parking costs must be passed through to the vehicle owners/drivers utilizing the parking spaces for this measure to result in decreased vehicle ownership. Implementation of this measure in the Project shall consist of parking spaces costing approximately \$100-\$150 as a separate monthly cost from the unit.

Employee Commute Trip Reduction Measures

PDF 3: Commute Trip Reduction (CTR) Program Marketing: This measure shall implement a marketing strategy to promote the Project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving, such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

Implementation of this measure shall consist of the following performance criteria:

- Onsite or online commuter information services
- Employee transportation coordinators
- Onsite or online transit pass sales
- Guaranteed ride home service

PDF 4: Rideshare Program: The Project tenants shall implement a ridesharing program and establish a permanent transportation management association with funding requirements for

INFRASTRUCTURE

employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.

Implementation of this measure in the Project will consist of employers promoting the following required criteria:

- Designating a certain percentage of desirable parking spaces for ridesharing vehicles
- Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles
- Providing an app or website for coordinating rides

PDF 5: End-of-Trip Bicycle Facilities: The Project tenants will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.

Implementation of this required measure in the Project will be sized to encourage bicycling by providing facilities to accommodate 10-20% of the forecasted 804 employees staffed daily on the Project site. Implementation of this measure will also be regularly maintained by employers through the permanent transportation management association referenced in PDF 4, above.

PDF 6: Discounted Transit Program for Work Trips: The Project tenants or individual employers shall provide subsidized, discounted, or free transit passes for employees through the permanent transportation management association referenced in PDF 4 above. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions. The Project will be accessible either within 1 mile of high-quality transit service (rail or bus with headways of less than 15 minutes), 0.5 mile of local or less frequent transit service, or along a designated shuttle route providing last-mile connections to rail service. If a well-established bikeshare service is available, the site may be located up to 2 miles from a high-quality transit service.

Implementation of this measure in the Project shall be provided by on-site employers through the permanent transportation management association referenced in PDF 4, above. Transit service will be expanded with implementation of the Project to the following:

- Bus Rapid Transit (BRT) is proposed on Alessandro Boulevard that would provide high-quality transit service within 0.5 mile from the Project
- Bus service will provide direct connections to the Moreno Valley / March Field Metrolink Train Station located approximately 5 miles west from the Project.
- Bikeshare will be available to support the discounted transit program.

INFRASTRUCTURE

Project-Generated Trip Reduction Measures

On-site Micro-mobility and connections to adjacent uses, such as schools and medical centers would be implemented with the following:

PDF 7: Non-Electric Bikeshare Program: The Project tenants or individual employers will establish bikeshare program within the Project area through the permanent transportation management association referenced in PDF 4, above. Bikeshare programs would provide users with on-demand access to bikes for short-term rentals. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions.

PDF 8: Electric Bikeshare Program: The Project's employers will be required to establish an electric bikeshare program within the Project area through the permanent transportation management association referenced in PDF 4, above. Bikeshare programs will provide users with on-demand access to bikes for short-term rental purposes. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions.

PDF-9: Electric Scootershare Program: The Project tenants or individual employers will establish the scootershare program within the Project area through the permanent transportation management association referenced in PDF 4, above. Scootershare programs provide users with on-demand access to electric scooters for short-term rentals. This encourages a mode shift from vehicles to scooters, displacing VMT and thus reducing GHG emissions.

PDF-10 through PDF-15 described below will facilitate transit network, service frequency and facilities and thereby, reduce Project generated VMT.

PDF-10: Extend Transit Network Coverage: The Project tenants or individual employers will coordinate with the Riverside Transit Agency (RTA) to update bus service routes and service times to serve the new community through the permanent transportation management association referenced in PDF-4, above. This would extend transit network coverage to existing and future employment centers, such as the World Logistics Center. Additionally, this would include extending transit hours for all shift times, such as the midnight shift change at the World Logistics Center. This measure includes expansion of the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the Project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. This encourages the use of transit and therefore reduces VMT and associated GHG emissions.

PDF-11: Increase Transit Service Frequency: The Project commercial/retail tenants or individual employers will be required to coordinate with the RTA to update bus service routes and service times to serve the new community. This would also include working with RTA to establish Bus Rapid Transit (BRT) on Alessandro Boulevard and providing direct bus connections to the Moreno Valley / March Field Metrolink Train Station. Increased transit frequency reduces waiting and overall travel times, which improves the user experience and increases the attractiveness of

INFRASTRUCTURE

transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and associated GHG emissions.

PDF-12: Implement Bus Rapid Transit: The Project will be required to support the City of Moreno Valley and RTA's plans for BRT along Alessandro Boulevard. Implementation of this measure would include improved travel times from transit signal prioritization, increased service frequency, and a full-featured BRT service operating on a fully segregated running way with specialized vehicles, attractive stations, and efficient fare collection practices.

This measure will convert an existing bus route to a BRT system. BRT includes the following additional components, compared to traditional bus service: exclusive right-of-way (e.g., busways, queue jumping lanes) at congested intersections, increased limited-stop service (e.g., express service), intelligent transportation technology (e.g., transit signal priority, automatic vehicle location systems), advanced technology vehicles (e.g., articulated buses, low-floor buses), enhanced station design, efficient fare-payment smart cards or smartphone apps, branding of the system, and use of vehicle guidance systems. BRT can increase the transit mode share in a community due to improved travel times, service frequencies, and the unique components of the BRT system. This mode shift reduces VMT and the associated GHG emissions.

PDF-13: Mobility Hub: The Project will be required to develop a state-of-the-art mobility hub at or near the Project site to bolster the effectiveness of active transportation options. Mobility Hubs are places of connectivity that bring together multiple modes of travel and strengthen first-mile/last-mile connections to transit. Mobility Hubs provide a centralized location for non-automotive transportation modes to connect users to their destinations. There are limited benefits to implementing a stand-alone Mobility Hub, as the facility is meant to promote and support alternative transportation modes. Mobility Hubs should be supplemented with additional strategies or programs that provide increased public transit, bicycle, and pedestrian access and improvements. Implementation of Mobility Hubs shall require coordination with RTA, Metrolink and the City of Moreno Valley. Many of the characteristics of the Mobility Hub (increased transit accessibility, increased bicycling accessibility) are part of other TDM strategies. The Mobility Hub is anticipated to strengthen the effectiveness of other proposed TDM strategies. However, to provide a conservative approach to trip generation, additional reductions were not applied for the Mobility Hub in the VMT reduction calculated for the Project.

PDF-14: Provide Shuttle Service to Employment Centers: The Project shall provide shuttle service to existing and future employment centers, including the World Logistics Center.

PDF-15: Implement Market Price Public Parking: The Project shall install parking meters or implement a residential parking permit program that prices all on-street public parking in the town center at market rates. Pricing on street parking helps incentivize shifts to alternative transportation modes, decreasing total VMT to and from the priced areas.

INFRASTRUCTURE

4.2 Drainage and Stormwater Management

4.2.1 Existing Conditions

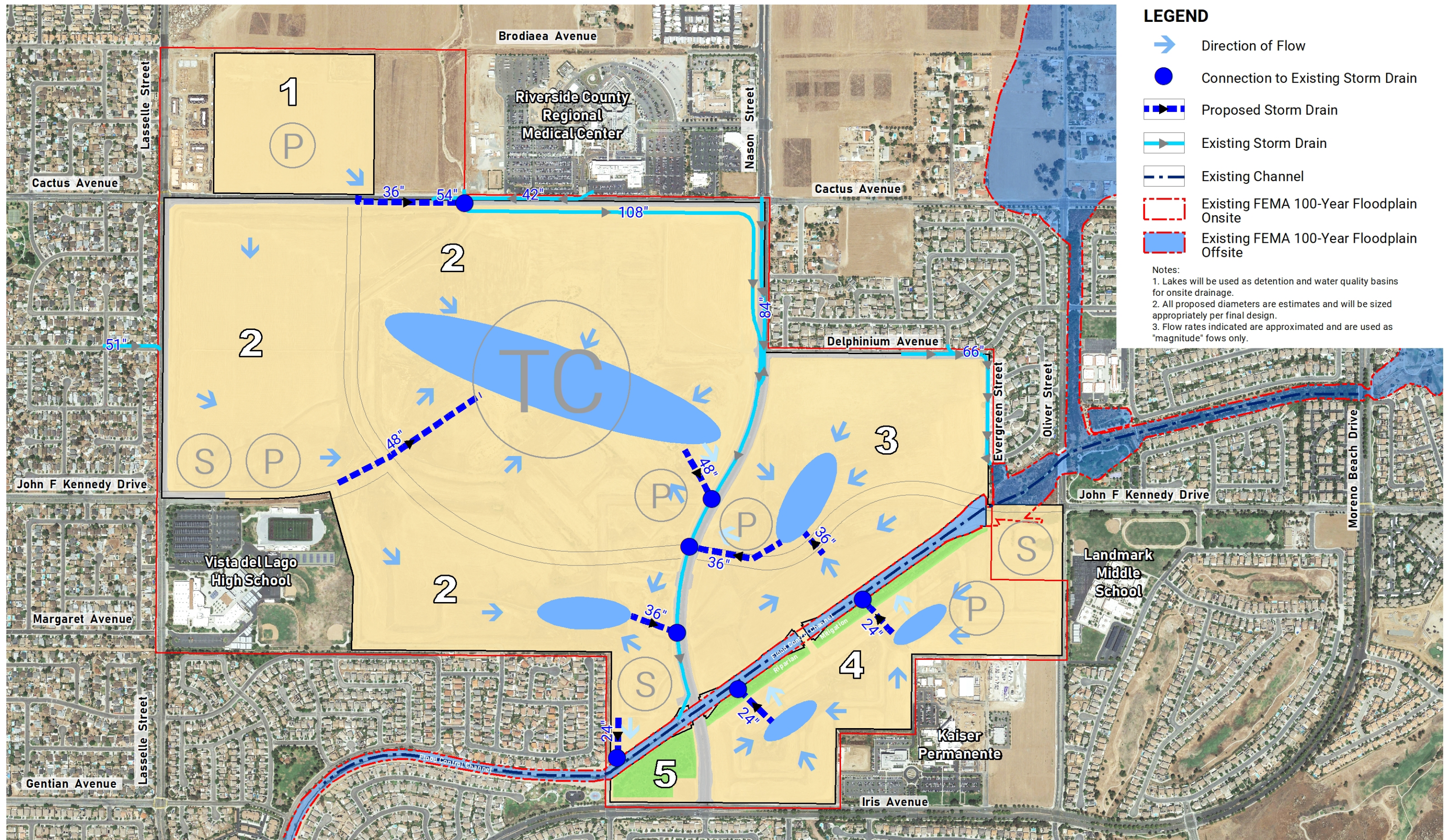
Aquabella is located within the Riverside County Flood Control and Water Conservation District (District). At the edge of the northern Project boundary along Cactus Avenue, there is an existing 108-inch storm drainpipe box to capture offsite flow from Morrison Creek, and an existing 54-inch pipe draining the Riverside County Regional Medical Center on Cactus Avenue. The 108-inch pipe parallels Cactus Avenue flowing east toward Nason Street where the pipe veers south and confluences with an existing 84-inch pipe to create the 14' x 9' underground reinforced concrete box channel that drains to the drainage channel (see Figure 4-4, Conceptual Drainage Master Plan).

The property drains south towards the drainage channel via remnant agricultural dirt channels and sheet flow. The drainage channel is maintained by the District and bisects the Project in the southeastern portion of the property starting just west of Oliver Street at John F. Kennedy Drive and extends southwest to connect to the downstream existing concrete channel north of Iris Avenue and Grande Vista Drive. Adjacent to the drainage channel is a native habitat restoration area constructed as part of the Project's mitigation. Dry-weather flows coming from upstream are diverted into the restoration area to support the vegetation. During storm events, the storm water will flow into the concrete trapezoidal drainage channel.

The effective flood hazard map by Federal Emergency Management Agency (FEMA) shows a portion of the southern area of the property within a 100-year flood hazard zone (FEMA Zone A), which is based on general hydraulic engineering and not assigned 100-year flood water surface elevations. Areas within Zone A require detailed analysis to determine actual flood risk. Prior to construction or filling within Zone A, a Conditional Letter of Map Revision (CLOMR) will be prepared and processed through FEMA.

4.2.2 Project Drainage Plan

The Project will include lakes totaling approximately 40 acres in surface area. The drainage of the Project will utilize the lake system for flood control (see Figure 4-4, Conceptual Drainage Master Plan). The majority of runoff will drain to the lakes or into a localized Best Management Practice (BMP) for water quality and flood control purposes before being introduced to the drainage channel.



AQUABELLA

RANCHO BELAGO, CA

Conceptual Drainage Master Plan

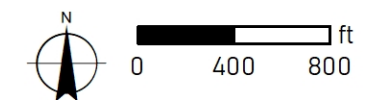


Figure 4-4

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The lakes will serve as integrated water management facilities by capturing stormwater runoff and storing water for irrigation use. The lakes will also serve as stormwater treatment facilities, removing pollutants and sediment from stormwater before excess stormwater is discharged from the site. The lakes will include water quality systems to circulate, aerate, and treat the water in the lake to maintain high water quality, regardless of the water source used to maintain lake levels. By combining stormwater capture and recycled water storage in a set of lakes, site irrigation can use either recycled water, stormwater, or more typically a mix of both waters for site irrigation. Water removed for irrigation will be offset through stormwater capture and the addition of recycled or well water. The lakes will also serve as water conveyance facilities, moving stormwater across the site for use in irrigation or discharge to the drainage channel, depending on weather conditions.

4.3 Potable Water

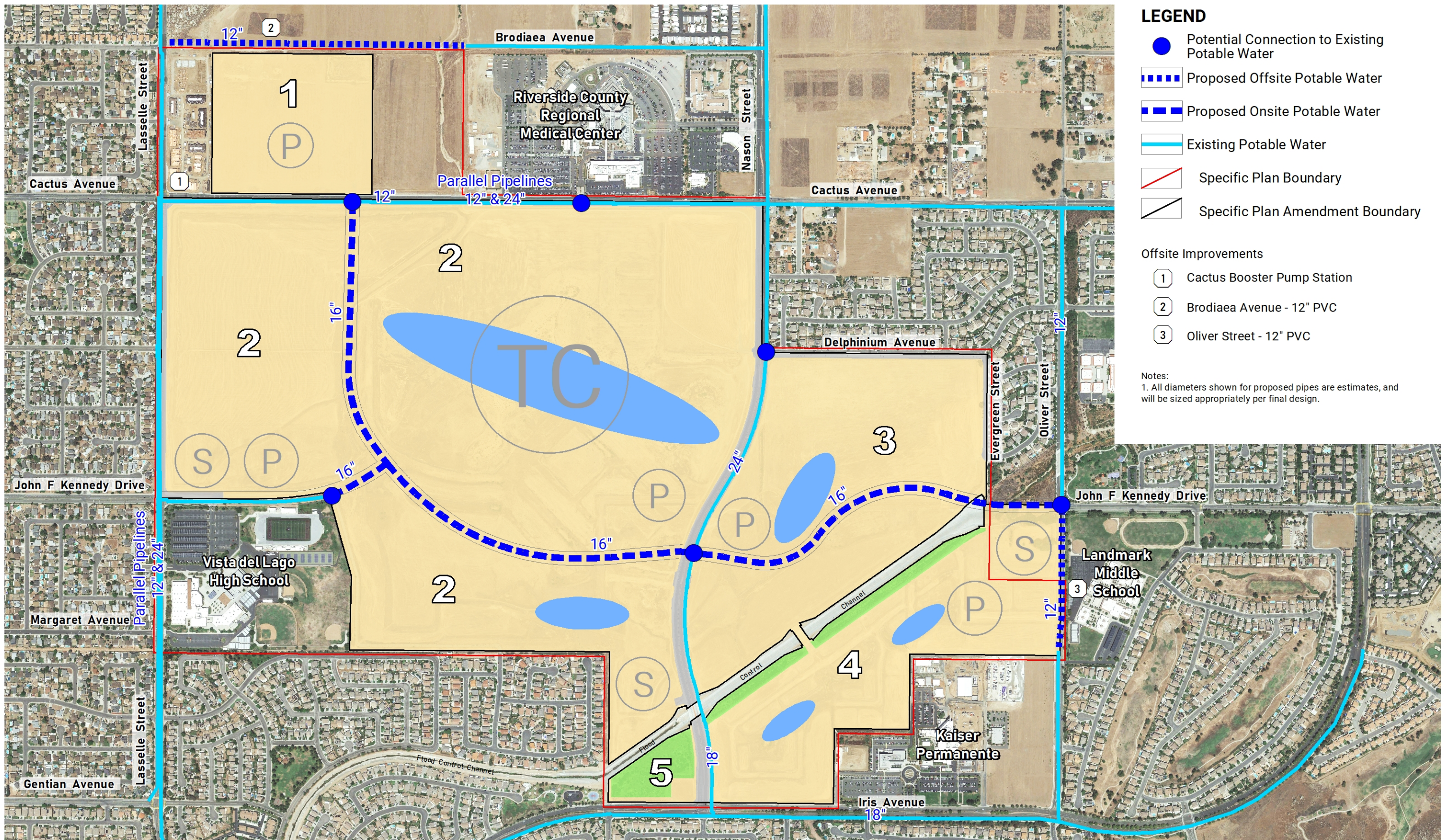
4.3.1 Existing Conditions

Eastern Municipal Water District (EMWD) provides potable water to the Project site. The treatment processing of EMWD potable water occurs at Mills Filtration Plant, located in the City of Riverside and owned by the Metropolitan Water District (MWD). Potable water lines border and traverse the Project site, including parallel 12- and 24-inch lines in Cactus Avenue, parallel 12- and 24-inch lines on Lasselle Street, a 24-inch line in Nason Street, an 18-inch pipe on Iris Avenue, an existing 12-inch line in Oliver Street from Delphinium Avenue to John F. Kennedy Drive, and a 12-inch line from Filaree Avenue to Iris Avenue (see Figure 4-5, Conceptual Potable Water Master Plan).

4.3.2 Project Water Plan

The majority of the Aquabella land uses will be comprised of higher density residential rental units with no private yards. This design will reduce the amount of potable water used for landscaping, as all landscaping will be maintained by the applicant or designee with Best Management Practices (BMP) in place to reduced overwatering. Recycled water and lake water will also be used for irrigation to reduce potable water needs. See Specific Plan, Section 4.2, Drainage and Stormwater Management and Section 4.5, Recycled Water. As to indoor potable water use, the water fixtures in each unit will be installed consistent with California law and regulations, which focus on reducing indoor water usage.

As shown in Figure 4-5, Conceptual Potable Water Master Plan, water will be supplied to the site through existing parallel pipelines. Extensions will be provided along Brodiaea Avenue, Oliver Street, John F. Kennedy Drive, and through the internal backbone circulation system. Connections to existing pipelines will be provided on Cactus Avenue, Nason Street, John F. Kennedy Drive, and Oliver Street. All necessary extensions to connect to the existing pipelines needed for potable water flows will be coordinated with EMWD prior to construction.



AQUABELLA

RANCHO BELAGO, CA

Conceptual Potable Water Master Plan

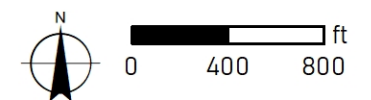


Figure 4-5

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INFRASTRUCTURE

4.4 Recycled Water

4.4.1 Existing Conditions

There is an existing 12-inch recycled water main in Cactus Avenue that links to a 12-inch line along Nason street where the 12-inch line meets the 24-inch pipe on Iris Avenue. Oliver Street has a gap between John F. Kennedy Drive and Filaree Avenue, with an 8-inch line from John F. Kennedy Drive to the North, and a 12-inch line from Filaree Avenue to Iris Avenue. Figure 4-6, Conceptual Recycled Water Master Plan depicts the location and size of recycled water lines adjacent to the site.

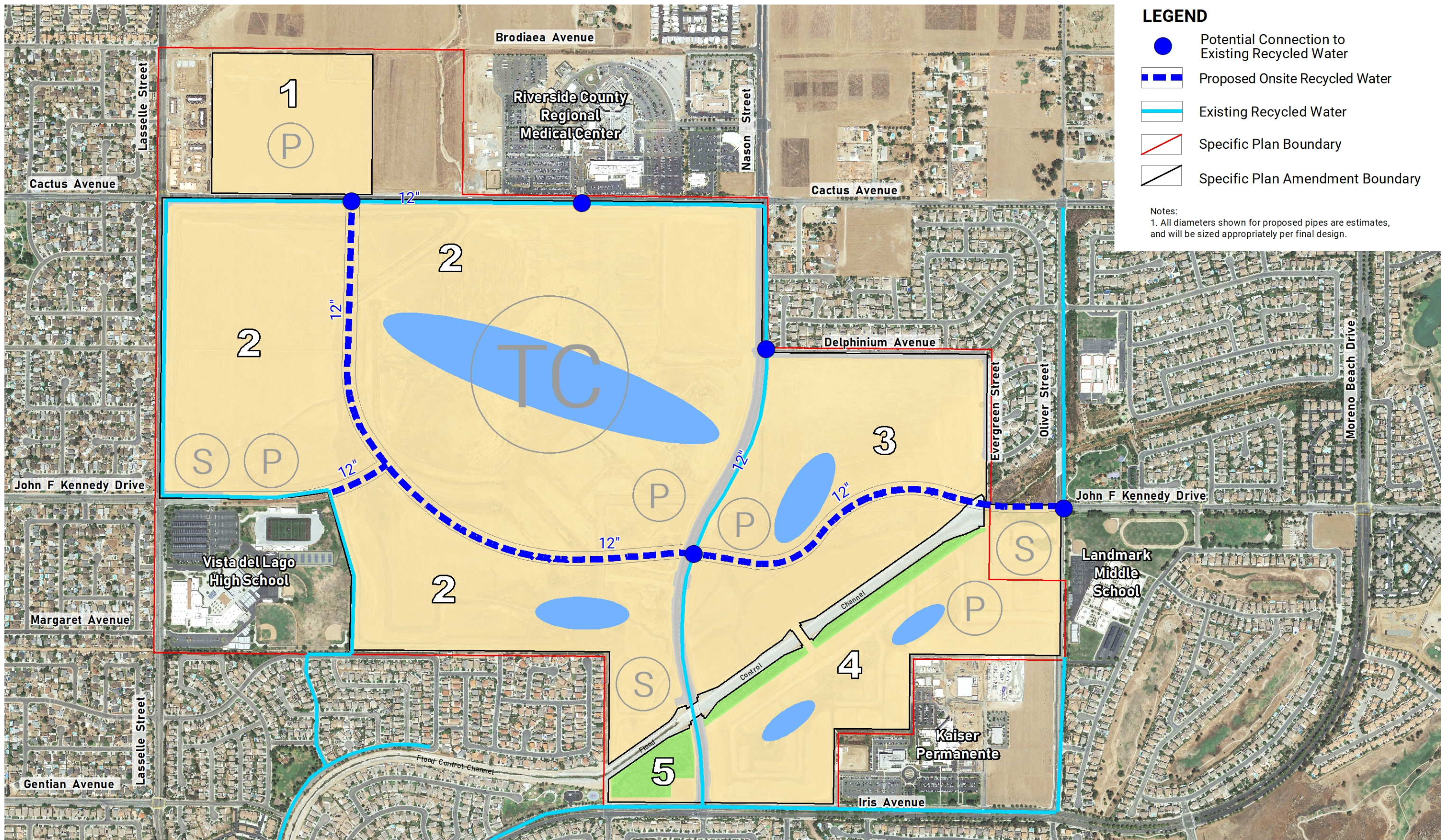
4.4.2 Project Recycled Water Plan

The use of recycled water meets EMWD's mandate to reduce its consumption of imported water and groundwater. Implementation of the Project will involve the extension of recycled water lines into the interior of Aquabella. Connections to existing recycled water lines will be provided on Cactus Street, Nason Street, and Oliver Street. All necessary extensions to the existing facilities needed for the recycled water flows will be coordinated with EMWD prior to construction. Figure 4-6, Conceptual Recycled Water Master Plan depicts the future recycled water improvements and potential connections.

4.5 Sewer

4.5.1 Existing Conditions

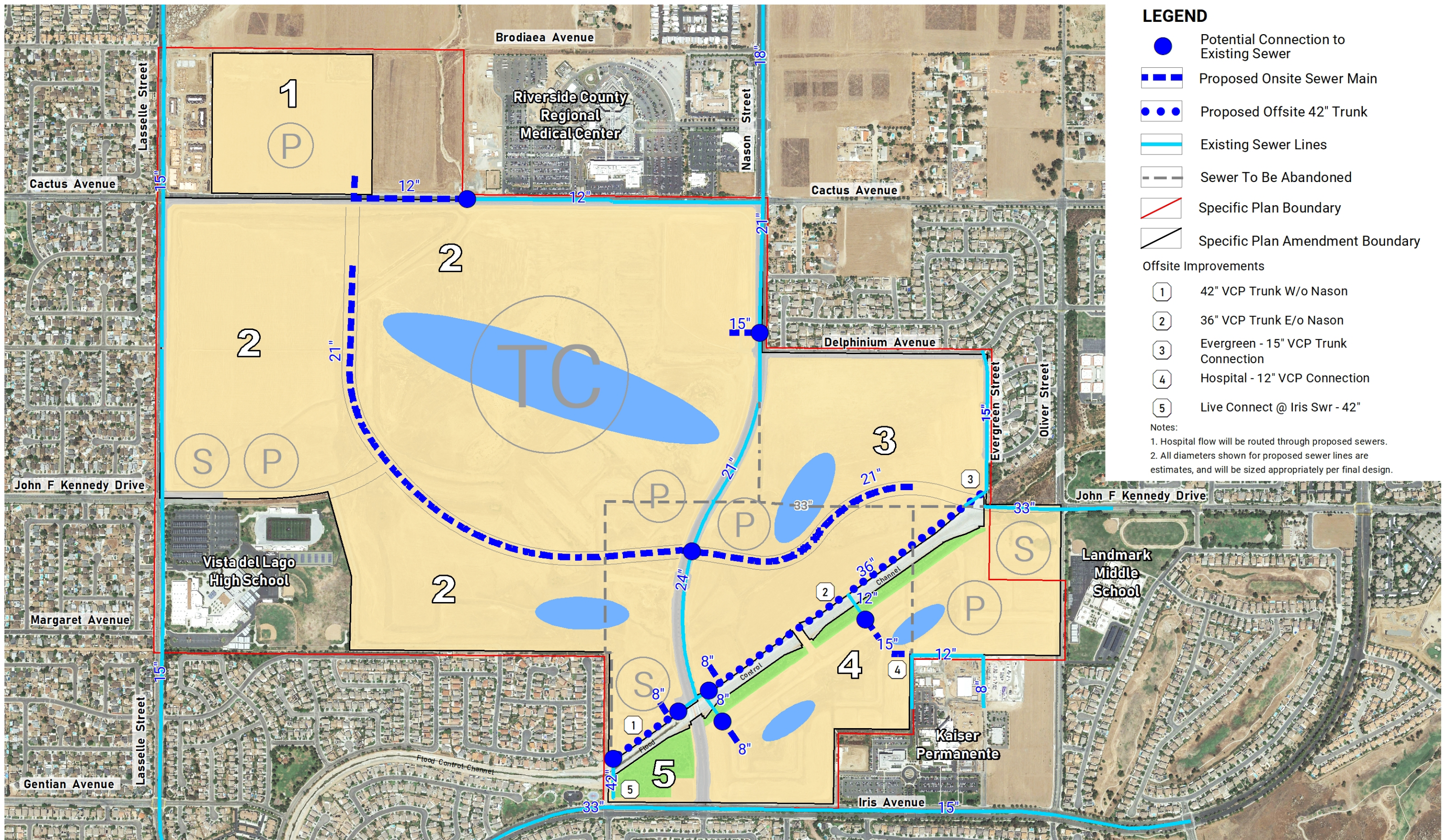
The sewer infrastructure for the Project site and surrounding areas is managed by EMWD. The sewer trunk lines surrounding the Project site include a 12-inch line in Cactus Avenue, a 15-inch line in Oliver Street, and a 21-inch to a 24-inch line in Nason Street connecting to a 33-inch line in Iris Avenue. Existing crossings of one 8-inch and one 12-inch line under the drainage channel have been installed with plans to provide a 42-inch main adjacent to the channel. There is an existing 33-inch line that cuts through the Project connecting the wastewater from John F. Kennedy Drive and Kaiser Permanente Hospital flows to the 33-inch trunk line in Iris Avenue. (see Conceptual Sewer Master Plan, Figure 4-7).



LEGEND

- Potential Connection to Existing Recycled Water
- Proposed Onsite Recycled Water
- Existing Recycled Water
- Specific Plan Boundary
- Specific Plan Amendment Boundary

Notes:
 1. All diameters shown for proposed pipes are estimates, and will be sized appropriately per final design.



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RANCHO BELAGO, CA

Conceptual Sewer Master Plan

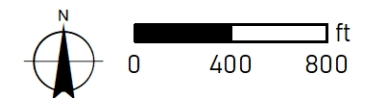


Figure 4-7

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INFRASTRUCTURE

4.5.2 Project Sewer Plan

The Project applicant, in conjunction with EMWD, will ensure the sewer flows sent to the existing system will not jeopardize the current facility capacity for pipelines and the water reclamation facility. The Project will complete the installation of a 42-inch main line adjacent to the drainage channel, after which the existing 33-inch main that takes wastewater from John F. Kennedy Drive and Kaiser Permanente Hospital through the Project will be abandoned. This line and the existing sewer main on Nason Street will serve as Project connection points to existing facilities. Onsite, the Project will install a sewer main line beneath the backbone roadway traversing the Project site from Cactus Avenue along John F. Kennedy Drive to the 42-inch proposed trunk adjacent to the drainage channel. The Project will install an energy-efficient system utilizing gravity to send flow through the system. All necessary extensions to the existing facilities needed for the wastewater flows will be coordinated with EMWD prior to construction (see Figure 4-7, Conceptual Sewer Master Plan).

4.6 Solid Waste and Recycling

Solid waste, recycling, composting, and special waste handling services within the City are provided under contract by Waste Management of Inland Valley. Waste Management provides trash, recycling, and green waste pickup for residential customers and business customers.

The Project is served by two separate landfills, depending on the contract hauler. The first is the Badlands Landfill, located approximately 6.5 miles from the Project site in the City of Moreno Valley, and accessed from SR-60 at Theodore Avenue. An alternate landfill serving the Project is the Lamb Canyon Landfill, located between the City of Beaumont and the City of San Jacinto, with Interstate 10 to the north and Highway 74 to the south.

4.7 Energy and Dry Utilities

The City will provide electricity to the Project. All electrical lines within the Project will be constructed underground. Southern California Gas Company will provide natural gas service to the Project. The Specific Plan also includes sustainability features that promote energy conservation, renewable energy, and climate protection, a summary of which is provided in Chapter 6, Design Guidelines.

In conjunction with electric and gas installation, telephone, cable television, and internet utilities will also be installed.

5.0 DEVELOPMENT REGULATIONS

5.1 Purpose and Intent

The Development Regulations in this Chapter are to implement the Project Objectives of the Aquabella Specific Plan Amendment described in subsection 2.5.

The regulations address site development standards and provide the basic criteria that govern all development within the boundaries of the Specific Plan Amendment project area. Future development within the Specific Plan Amendment project area is subject to the Implementation processes set forth in Chapter 7 of this Specific Plan Amendment.

5.2 General Provisions

The Development Regulations set forth in this Chapter shall be the regulations applied to all properties located within the defined boundaries of the Aquabella Specific Plan Amendment. Any development regulation or standard contained in this Chapter that differs from the City of Moreno Valley Zoning and Municipal Code shall take precedence over and supersede the City Zoning and Municipal Code.

The following general regulations and standards apply to the Aquabella Specific Plan Amendment.

1. The maximum number of residential dwelling units permitted by the Aquabella Specific Plan Amendment is 15,000.
2. The maximum square feet of retail/commercial/food and beverage/town center is 49,900, plus 300,000 sf of hotel use, for a total of 349,900 sf of Town Center uses.
3. In compliance with guidance from the California Air Resources Board (CARB), the Legislature, and State law, the relaxed parking standards set forth at Table 5.4 shall apply to the Aquabella Specific Plan Amendment and the residential parking shall be unbundled from rent costs (see Project Design Features in Chapter 4, Infrastructure). These standards are recognized by CARB and the Legislature to reduce greenhouse gas emissions and benefit housing production.
4. The Design Guidelines in Chapter 6 complement the Development Regulations and will be referred to prior to submittal of any development application. Sketches, plans, photographs and text provided in the Design Guidelines identify the overall design principles for the community that are to be incorporated by the master developer and / or individual parcel developers into their project designs. The architectural and landscape architectural sections of the Design Guidelines are provided as a “palette” of design elements that shall guide the design of all land uses e.g., residential, retail, commercial, hotel, recreation, public and private parks. They are not intended to represent any actual building or parcel design nor are they intended to require that all design images be incorporated into the design of the various parcels. Developers,

DEVELOPMENT REGULATIONS

builders, planners, architects and landscape architects are encouraged to use creativity and imagination in developing their precise design proposals.

5. Development with the Open Space (OS) land use shall be pursuant to the OS district standards within Section 9.06 Open Space District of the Moreno Valley Municipal Code.

DEVELOPMENT REGULATIONS

5.3 Development Standards

Table 5-1 provides the Development Standards for High Density Residential (HDR) development within the Aquabella Specific Plan Amendment area. Implementation of the Development Standards is described in Chapter 7, Implementation.

TABLE 5-1
HDR DEVELOPMENT STANDARDS

Development Standard ⁽¹⁾⁽²⁾	Residential Uses				Non-Residential Uses	
	Attached Courtyard	Duplex Home	Row Townhomes	Garden Style Stacked Flats	Commercial/Hotel	Parks/Recreation
Maximum Lot Coverage	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Lot Size	(3)	(3)	(3)	(3)	N/A	N/A
Minimum Lot Width	(3)	(3)	(3)	(3)	N/A	N/A
Minimum Lot Depth	(3)	(3)	(3)	(3)	N/A	N/A
Minimum Dwelling Size	1,000 sq.ft.	700 sq.ft.	800 sq.ft.	450 sq.ft.	N/A	N/A
Minimum Front Yard Setback	0-5 feet	0-5 feet	0-5 feet	N/A	N/A	N/A
Minimum Front Yard Garage Setback	3 feet	3 feet	3 feet	N/A	N/A	N/A
Minimum Side Yard Setback	5 feet/0 feet	5 feet/0 feet	N/A	N/A	0 feet	5 feet
Minimum Rear Yard Setback	7 feet	7 feet	3 feet ⁽⁴⁾	N/A	0 feet	5 feet
Minimum Building Separation ⁽⁵⁾	10 feet	10 feet	10 feet	15 feet	10 feet	10 feet
Minimum Private Open Space	150 sq.ft	150 sq.ft	150 sq.ft ⁽⁶⁾	100 sq.ft ⁽⁶⁾	N/A	N/A
Maximum Building Height	None	None	None	None	None	None

(1) All setbacks measured from property line.
 (2) The development standards herein may be subject to reduction, exemption or modification as set forth by state law.
 (3) As determined by plot plan review, as set forth in Chapter 7, Implementation
 (4) The minimum width for private open space is 7 feet
 (5) Between residential and commercial uses.
 (6) Private Open Space includes patios and balconies.

DEVELOPMENT REGULATIONS

5.4 Off-Street Parking Requirements and Provisions

Table 5-2 provides the Off-Street Parking Minimum Requirements for development within the Aquabella Specific Plan Amendment area. Adjustments to the off-street parking requirements, including Shared Parking are permitted per Section 9.11.070 of the Moreno Valley Municipal Code.

TABLE 5-2
OFF-STREET PARKING MINIMUM REQUIREMENTS

Use	Requirement	Covered Parking
Residential⁽¹⁾⁽²⁾		
Duplex	2/unit ⁽³⁾	2 in a garage
3 or more units (includes live-work units)		
Studio	1.0/unit ⁽³⁾	1/unit
1 bedroom	1.25/unit ⁽³⁾	1/unit
2 bedrooms	1.75/unit ⁽³⁾	1/unit
3+ bedrooms	2.0/unit ⁽³⁾	1/unit
Senior housing		
Studio	1.0/unit ⁽³⁾	1/unit
1 bedroom	1.25/unit ⁽³⁾	1/unit
2+ bedrooms	1.5/unit ⁽³⁾	1/unit
Non-Residential		
General Retail	1/225 sq.ft. gross floor area	
Business and Professional Office	1/250 sq.ft. gross floor area	
Hotel	1/guest room	
Libraries, Museums, and Galleries	1/300 sq.ft. gross floor area	
Auditorium, places of public assembly and worship	1/3 fixed seats or 1/35 sq. ft. of gross floor area of the assembly area or 1 space for every 4.5 lineal feet of benches/pews, whichever is greater	
Eating and Drinking Establishments		
Less than 6,000 sq.ft.	1/100 sq.ft.	
Greater than 6,000 sq.ft.	1/75 sq.ft.	
Within shopping centers greater than 25,000 sq.ft.	1/225 sq.ft. gross floor area	

(1) The parking requirements herein may be subject to reduction, exemption, or modification as set forth by state law (e.g., Gov. Code section 65915 (p)).
 (2) If the total number of spaces required in the development results in a fractional number, it is rounded up to the next whole number.
 (3) Includes 0.25 guest spaces

DEVELOPMENT REGULATIONS

5.5 Permitted Uses

Table 5-3 identifies the Permitted, Conditional and Temporary Uses within the Aquabella Specific Plan Amendment Area. Any other uses may be permitted that are not specifically identified, provided that they are deemed substantially compatible with other permitted uses by the Community Development Director or his / her designee.

TABLE 5-3
HDR PERMITTED AND ACCESSORY USES MATRIX

Use - P=Permitted, T=Temporary Use Permit	
Residential	
Accessory dwelling unit	P
Assisted living facility	P
Convalescent or Nursing Home	P
Live-Work units	P
Residential, single-family attached	P
Residential, multi-family	P
Senior housing	P
Residential, Mixed-Use (Any)	P
Education	
Public school facilities	P
Private school facilities	P
Dancing, art, music, and similar schools	P
Visitor-Serving	
Hotel	P
Convention hall, trade show, exhibit building	P
Spa/Day Spa	P
Personal services (nail salons, spa facilities, barber and beauty shops, gyms and athletic clubs, tattoo parlors)	P
Indoor amphitheater	P
Theater	P
Auditorium	P
Museum	P
Transportation centers	P
Restaurant/Bars	
With or Without live entertainment	P
With alcoholic beverage sales	P
Fast food restaurant - without drive-through/with drive-through	P
Food courts - indoor or outdoor	P
Bars (drinking establishments)	P

DEVELOPMENT REGULATIONS

Use – P=Permitted, T=Temporary Use Permit	
Bars, with limited live entertainment	P
Microbrewery	P
Nightclubs	P
Recreation	
Public park and recreation facilities	P
Private park and recreation facilities	P
Community Buildings	P
Sports courts and fields	P
Trails	P
Lake/Swim Lagoon/Pools	P
Outdoor amphitheater	P
Services	
Government offices, including post office	P
Medical offices	P
Fire and police stations and sub-stations	P
Library	P
Offices (administrative and professional)	P
Public administration and civic centers	P
Public utility building and facilities related to the provision of public services such as electricity, sewer, water, gas, telephone, and drainage improvements.	P
Commercial and Food Services	
Retail sales	P
Food sales	P
Services	P
Liquor store	P
Accessory Uses	
Home occupation	P
Home schooling	P
Outdoor seating in conjunction with on-site restaurant	P
Personal vehicle rental incidental to hotel use	P
Retail and personal services within multi-family residential buildings	P
Sales or leasing office	P
Signage in conformance with this Specific Plan	P
Temporary outdoor uses and events	T

DEVELOPMENT REGULATIONS

TABLE 5-4
HDR PROHIBITED USES

Commercial cannabis activities
Gun sales
Manufacturing and assembly
Mobile home parks
Storage and warehouse facilities

5.6 Additional Development Regulations

5.6.1 Walls and Fences

1. All perimeter walls and fences shall be designed to be consistent with the Design Guidelines set forth in Chapter 6.
2. All service, refuse and storage areas shall be screened with a decorative block wall in conformance with the Design Guidelines in Chapter 6. Walls shall be a minimum of six feet (6') and a maximum of eight feet (8') in height. Refuse and storage areas visible from public streets shall include a minimum eighteen inch (18") wide planting area plus curb on all sides, except where access is required for doors, gates, etc.
3. Chain link fencing is only allowed as a temporary use during construction for temporary security purposes.

5.6.2 Lighting

1. Exterior lighting plans for parking and other site areas are required at the Plot Plan stage that identifies the preliminary lighting fixture layout and type of fixtures. Lighting plans shall demonstrate compliance with Section 9.08.100, Lighting, of the City's Municipal Code.
2. Lighting fixtures shall be properly shielded to prevent off-site glare and minimize light pollution. Spot fixtures shall be directed downward and / or upward to illuminate specific items or areas within the site, not outward from the project area.

5.6.3 Loading and Screening

1. All loading and maneuvering shall be performed on the site. Loading platforms and areas shall be screened from view from adjacent public streets and residential areas.
2. All mechanical / electrical equipment such as, but not limited to, air conditioning, heating, ventilating ducts and exhaust, shall be screened. Screening shall be provided as an integral aspect of the building design.

6.0 DESIGN GUIDELINES

6.1 Purpose and Community Vision

The design guidelines apply to development within Aquabella and are intended to establish a high-quality visual character throughout the community. The guidelines address how neighborhood areas should relate to residential, the Town Center, Lake, Lake Promenade, schools, parks, and open space within the Aquabella community. The guidelines also address aesthetic elements/features such as landscape architecture, building architecture, site planning, lighting, signage, sustainability, and connectivity. To promote innovation, allow room for differing visual preferences, and accommodate changes in design over time, the guidelines allow for flexibility in their application. The purpose of the guidelines is to promote overall consistency with community vision and harmony with the guidelines.



DESIGN GUIDELINES

Aquabella is made up of a variety of integrated features that define its community vision.

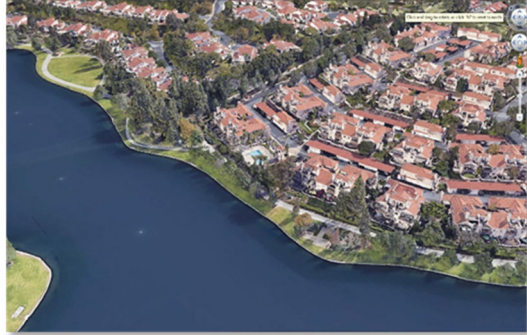
6.1.1 **Urban Community** — Aquabella would provide a vibrant mix of residential, business / commercial, retail, food and beverage, entertainment, cultural, and civic activities in an urban Town Center supported by new multi-family residential housing. The guidelines encourage the creation of a destination amenity for the City of Moreno Valley, along with the provision of new housing.



6.1.2 **Centerpieces: Lake, Lake Promenade, and Town Center** — The centerpieces of Aquabella are the Lake, the Lake Promenade, and the Town Center. The approved 40-acre Lake and the 15-acre Lake Promenade will serve as the central park recreation and entertainment destination for the City. The Lake is part of the sustainable design that will collect, capture, retain, and filter surface water flows as part of the project’s drainage and water quality plans. The Lake Promenade will provide connectivity throughout the community and feature walking and biking trails, bandstands, amphitheaters, picnic areas, cafes, as well as kiosks, and will allow canoe, kayak, boat, and other water-oriented rentals. Piers may be incorporated to enhance social and recreational opportunities for residents, visitors, and their families.



The Town Center will feature a dynamic combination of retail, food, and beverage, residential, and other mixed-uses — all of which will be connected to the Lake, Lake Promenade, and vistas of the San Gorgonio and San Bernardino mountain ranges.



DESIGN GUIDELINES

6.1.3 **Residential Villages** — Aquabella will be implemented through Residential Villages, each with an individual identity. The Villages will provide a diverse range of multi-family residential homes — including garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students.

As with other Aquabella land uses, these guidelines do not prescribe a specific design, character, or style, but establish a framework that will facilitate implementation of a cohesive and high-quality community capable of adapting to changing dynamics and preferences over time.



DESIGN GUIDELINES

6.2 Site Planning Guidelines

6.2.1 Residential Villages –

Each Residential Village will have architectural and landscape individual, yet complementary, character, created by using a combination of design, layout, street patterns, entry monumentation, and open spaces uses. Walkways, sidewalks, trails, patios, seating, and gathering places will be designed to activate each residential street and facilitate “getting to know your neighbor” interaction. Ground-level building front doors, stoops, patios, and access to interior courtyards will further the opportunity for socialization.

In addition to public and private garages for residents and guests, streets will integrate on-street parking to foster neighborhood vitality, and multi-car garages – with unroofed external space to provide natural light, air flow, and ventilation. Trash enclosures and utility boxes shall be screened from public view.

6.2.2 Town Center –

The Town Center will feature mixed-uses with dynamic combinations of commercial, retail, food, beverage, and residential uses. The Town Center will interact with the streets, provide on-street parking, public courtyards and walkways, landscaped gardens, and restaurants and cafes to energize the surrounding environment throughout the day and into the evening. Clearly marked and easily accessible garage and building entries will provide convenience for residents, guests, and visitors. To contribute to the vibrancy of the Town Center, usable balconies will be provided on the upper floors. The use of upper-level private common area and roof space facing the street will also be encouraged. Trash enclosures and utility boxes shall be screened from public view.



DESIGN GUIDELINES

The Aquabella Town Center is envisioned as a focal point of Moreno Valley. With a range of activities day and night, this thriving Town Center will draw people and businesses to Moreno Valley and showcase the highest quality architecture/design to rival anything in the region. The Town Center will also recognize the existing medical facilities and provide connections to Moreno Valley College, Lake Perris, and other key destinations within the community. Nason Street – which was previously approved and completed – is envisioned as a key north-south spine road to facilitate access to and from the Town Center.

The Town Center will also feature convenient, safe, bicycle and pedestrian linkages to residential areas, parks, open space, and other family-friendly amenities, including programmed festivals and events.



Artist's Rendering of Aquabella



DESIGN GUIDELINES

6.2.3 Lake/Lake Promenade –

The 40-acre Lake will offer breathtaking views and be accessible to residential, retail, business, and commercial areas. Restaurants and cafes will have the opportunity to occupy the “front row” immediately adjacent to the water, taking advantage of the stunning scenery.

The Lake will be enhanced with distinct features such as fountains, steps, and architectural features. Sustainable water quality practices will ensure that the Lake remains healthy and available for aquatic activities such as kayaking, canoeing, paddle-boarding, and electric boats. Easy and safe access to the water will be provided, along with numerous public amenities such as lighted trails and walkways, bandstands, amphitheatres, picnic areas, water-related rentals, and piers.

The 15-acre Lake Promenade will provide connectivity throughout the community and create social and recreational opportunities through numerous public amenities. The Lake Promenade will also provide a continuous loop trail/walkway around the Lake enhanced by landscaped features, stylized gardens, seating, lighting, and other amenities.



DESIGN GUIDELINES

6.2.4 Parks and Open Space –

The Aquabella 80-acre “parks and open space” network will support the recreational needs of residents, guests, and visitors. The 40-acre Lake and the 15-acre Lake Promenade will act as the central park feature for the Aquabella community.

The additional 25-acres of public parks and open space will provide local active and passive recreational areas within easy walking distance from Aquabella residences. Each Village will have access to a Village Park within walking distance. The Village Parks may include large multi-purpose lawn areas for passive and active use, game courts, group shade structure, family picnic and cooking facilities, seating, walkways, park landscape, shade trees, and ground cover with on-street parking.



DESIGN GUIDELINES

6.2.5 Sustainability –

The size and scale of Aquabella provides a unique opportunity to plan an integrated, connected community intended to maximize walkability and encourage day-to-day interaction between the mix of complementary land uses and existing, surrounding hospital/medical uses. Streetscapes, trails, walkways, shared-use roadways, and the Lake Promenade will enhance the pedestrian and bicycle experience.

Other Sustainability Principles. Several other sustainability features will be incorporated into Aquabella to create a sustainable community. The following features are provided as examples.

Project Design. The Aquabella higher density residential/mixed-use land uses reduce the development footprint, encourage interaction between mixed uses on- and off- site, and reduce expansion into non-developed areas within the City.

Lake, Drainage, and Water Quality. The Aquabella Lake feature is designed to collect, capture, retain, and filter surface water flows as part of the drainage and water quality plans. Aquabella will also use recycled water for landscape irrigation and “soft bottom” water quality basins to facilitate recharge, filter runoff, basin recharge, and largely eliminate “nuisance” runoff.

Circulation/Mobility. Circulation within Aquabella will include connections to local and regional transit system options; traffic calming features; transit and tram/shuttle opportunities; EV charging stations; promotion of ridesharing; “smart’ intersections and roundabouts to improve traffic flow; and street design to accommodate bicycles, electric bikes, scooters, pedestrians, and other multi-model transportation options. The Riverside Transit Agency (RTA) provides existing transit service to the Aquabella site through three bus routes: Route 20, Route 31, and Route 41. The project will provide local bus/tram stops within the Town Center and Residential Villages.

Design Features. The residential, commercial, and mixed-use designs will incorporate solar roofs and



DESIGN GUIDELINES

renewable building materials and adhere to indoor and outdoor building and water conservation standards.

Landscape Environment. To reduce water usage, the Aquabella landscape environment will use predominantly drought tolerant plants, “smart” irrigation systems, and recycled water for landscape irrigation. Trees and landscaping will be planted to reduce urban heat and provide shade for pedestrian areas.

6.2.6 Pedestrian and Bicycle Circulation

Aquabella will provide an integrated street system incorporating pedestrian and bicycle systems, as shown on Figure 6-1 through Figure 6-17. Trails are planned to provide safe, multi-modal paths that allow access for pedestrians and bicyclists throughout the community. Trails and walkways will connect the community’s Residential Villages to the Town Center, and connect local and regional parks, recreation, and open space.

Traffic calming features such as roundabouts and medians will be integrated into street design to encourage pedestrian and bicycle travel by enhancing safety and comfort. Enhanced pedestrian crossings and bridges will also be used for additional safety.

Arterial Trails

Trails will be provided on perimeter and internal streets to connect with City and regional trails, allowing for uninterrupted, safe pedestrian movement through the City. Trails will be designed as meandering Class I multi-use trails, meaning they will be physically separated from the street and vehicle traffic by landscaped open space, providing for exclusive use by bicyclists, pedestrians, and non-motorized vehicles. Where one side of the arterial street is currently bordered by existing development, the Class I multi-use trail will be provided on the side of the street adjacent to the project site. For example, please refer to Figure 6-1. Class I multi-use trails on internal arterial streets and streets not currently bordered by existing development will be located on both sides of the street. For example, please refer to Figure 6-6 and Figure 6-7.

Pedestrian bridges may be intermittently located over or below arterial streets to allow safe pedestrian and bicycle crossing among Residential Villages without users encountering motor vehicle traffic. This may include connections to the Riverside University Health System Medical Center north of the site and access over the regional drainage channel in the southeast quadrant of the site. Crosswalks and enhanced pedestrian crossings will also be provided with striping



DESIGN GUIDELINES

and landscape features designed to heighten the driver's awareness and indicate the presence of pedestrians connecting to the trails, as illustrated by Figure 6-8 through Figure 6-11.

Residential Village Trails

Residential Village streets will have pedestrian sidewalks and trails buffered from the roadway by curbs, landscaped parkways, and/or parking. Village trails will provide connections with arterial street trails and between Villages within the community. As with arterial trails, crosswalks and enhanced pedestrian crossings would be provided. See, *e.g.*, Figure 6-13 and Figure 6-14.

Lake Promenade

The Lake Promenade will provide connectivity throughout the community and create social and recreational opportunities via numerous public amenities such as walking trails, bandstands, amphitheaters, picnic areas, cafes, kiosks, canoe/kayak/boat/crew and other rentals, and piers.



“Share the Road” Streets

Residential Village streets will be designed to allow bicycles, e-bikes, and e-scooters to “share the road” with motor vehicles within the same travel lane. These “share the road” streets (also known as Class III bike lanes) will provide access throughout the site and connect to the wider-reaching arterial trails and streets. See, *e.g.*, Figure 6-13 and Figure 6-14.



6.2.7 Street System

Arterial streets carry most traffic traveling through the City, providing access to freeways as well as major activity centers and residential areas. Arterials provide access to Aquabella and regional access to I-215 and SR-60.

Internal streets are designed to connect Aquabella Residential Villages with the Town Center, schools, parks, open space, and the adjacent existing and approved job centers, and are punctuated by roundabouts to improve safety, reduce speeds, and encourage free flowing traffic movement. Refer to Figure 6-1 through Figure 6-12 for cross sections and illustrations of arterial streets, roundabout enhanced entry, and intersection enhanced entry.

Village Streets

Residential (Village Street) cross-sections, including entries, streets with patios/stoops, and streets without patios/stoops are illustrated on Figure 6-13 and Figure 6-14. Designed for “share

DESIGN GUIDELINES

the road” uses, Village Streets will be two-way streets that incorporate pedestrian walks, crosswalks, landscape setbacks, parking, and traffic calming features. The Village Street landscape will contribute to an ‘urban forest’ character of leafy canopy trees to create cooling against the summer temperatures, with tree cover expected to reduce ambient temperatures by several degrees.

Town Center Streets

Town Center entries and streets will be designed to enhance the experience of residents and visitors using a variety of transportation modes, including motorists, pedestrians, bicycles, scooters, and e-bike users. The “share the road” concept will be implemented with additional traffic calming features and enhanced streetscape, including landscaped medians, crosswalks, café seating and retail patios. The streets will be two-way streets, with parallel street parking provided. Refer to Figure 6-15 through Figure 6-17 for illustrations of Town Center streets.

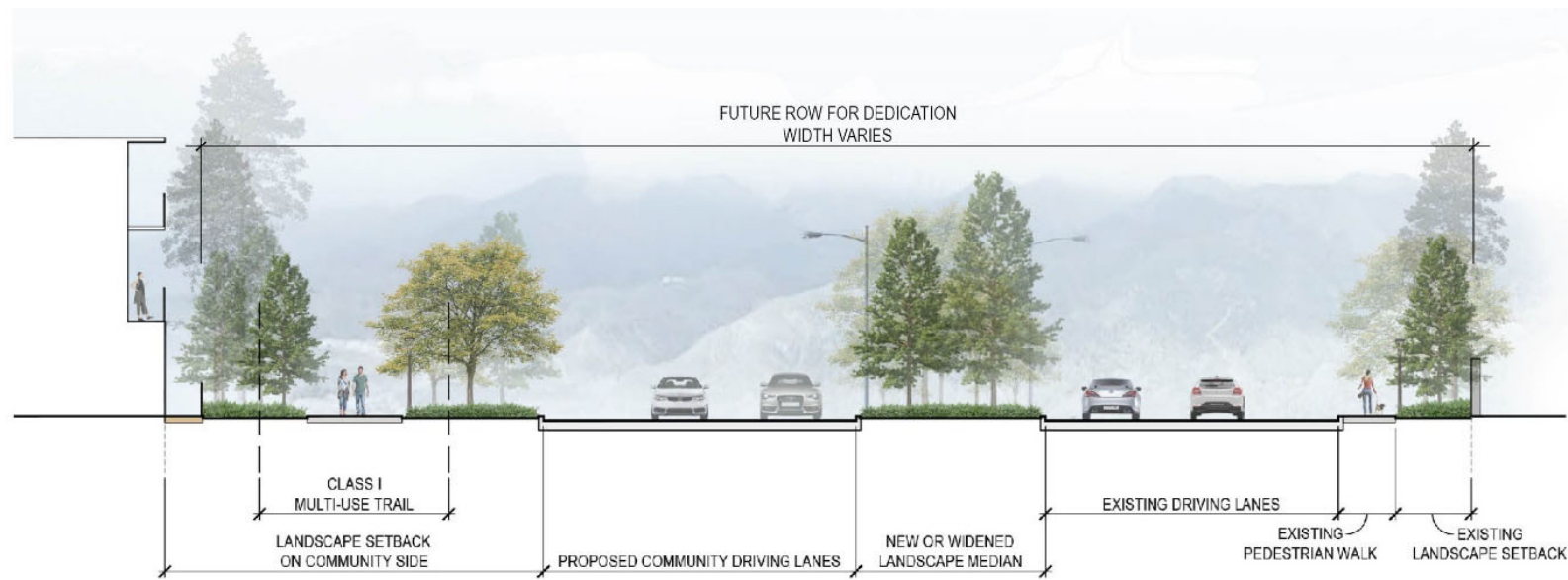
6.2.8 Parking Management

Adequate parking is essential to the success of retail, food and beverage, passive recreation, and residential land uses. However, Aquabella seeks to ensure high parking efficiency and provide residents and visitors with a pedestrian-friendly environment that allows users to park in one place and then make stops on foot rather than driving from one destination to another.

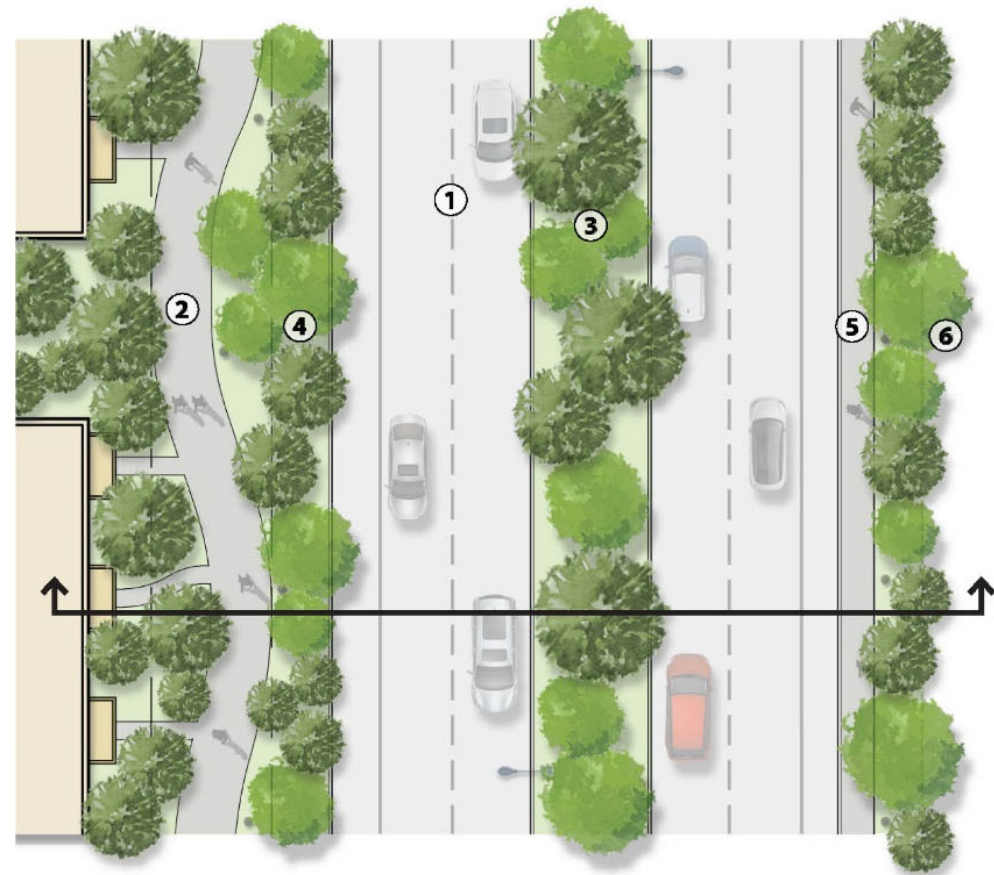
The Aquabella residential and Town Center parking will be provided in public and private multi-car parking garages as an integral part of the building architecture. Some projects may have open parking areas, which will be landscaped with hedges or decorative walls to screen the parking from adjacent streets. Exterior parking lots will incorporate shade trees in planters to reduce heat and provide visual relief.

On-street parking will be permitted on Village and Town Center streets in Residential Village and Town Center areas. Parking will be oriented as parallel parking to reduce its visual impact and foster vitality in the neighborhoods.

No on-street parking is allowed on arterial streets or at neighborhood entry streets. On-street parking areas will be landscaped including shade trees.



Section



Plan - Cactus Ave Looking West

Legend

- ① Driving Lanes with Breakdown Lane
- ② Class I Multi-Use Trail
- ③ Landscape Median
- ④ Landscape Separation
- ⑤ Existing Pedestrian Sidewalk
- ⑥ Existing Landscape Setback

Street Keymap



Perimeter Arterial - Cactus Ave

- Landscape Median
- Landscape Setback on Development Side
- Meandering Class I Multi-Use Trail on Development Side
- Private Patios allowed in Landscape Setback on Development Side



ARTISTIC RENDERING FOR ILLUSTRATIVE PURPOSES

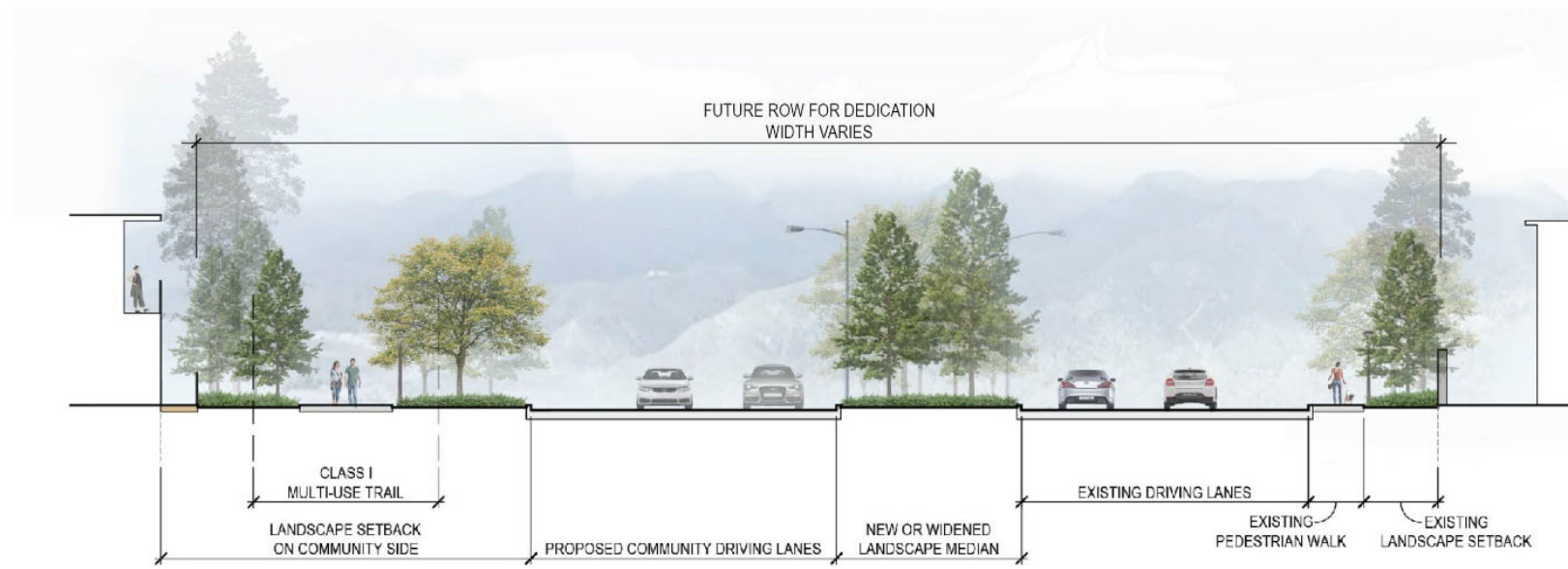
Street System - Perimeter Arterial Street (Cactus Ave)

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Figure 6-1

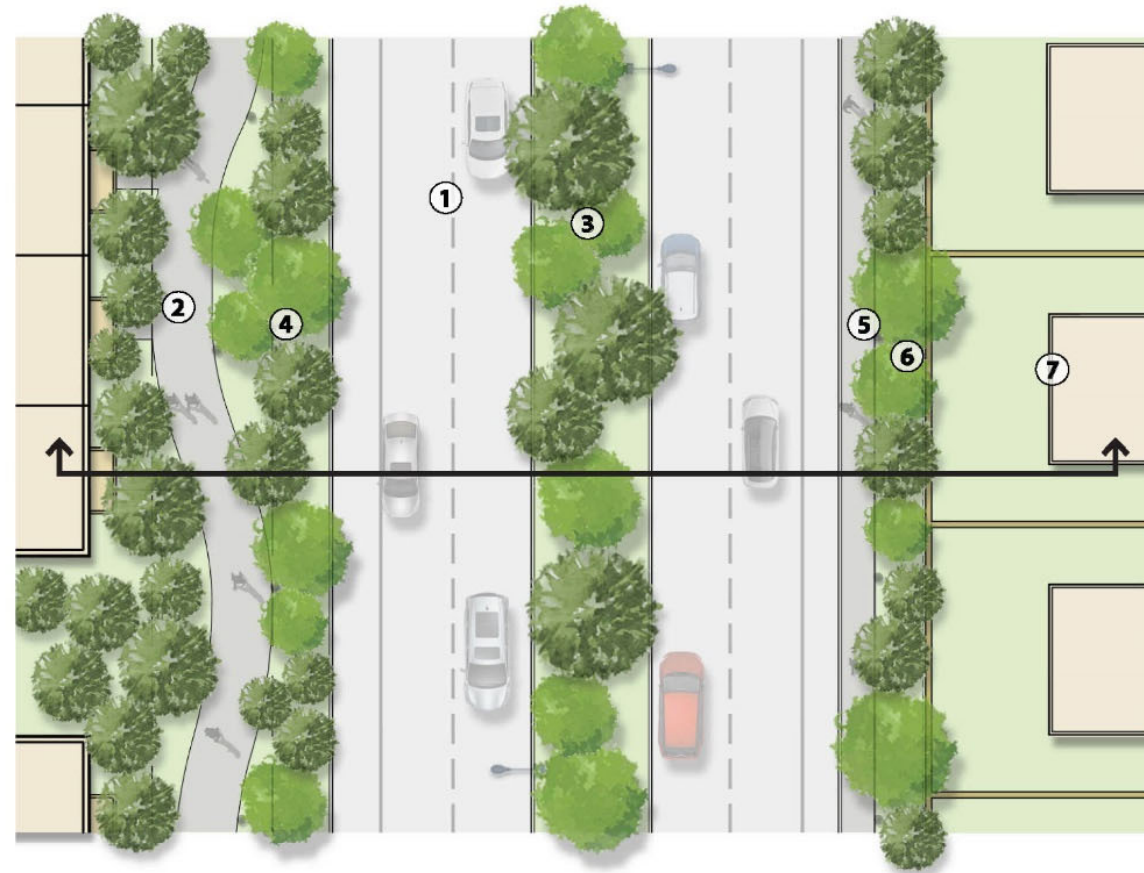
December 2023



Perimeter Arterial - Iris Ave

- Landscape Median
- Landscape Setback on Development Side
- Meandering Class I Multi-Use Trail on Development Side
- Private Patios allowed in Landscape Setback on Development Side

Section

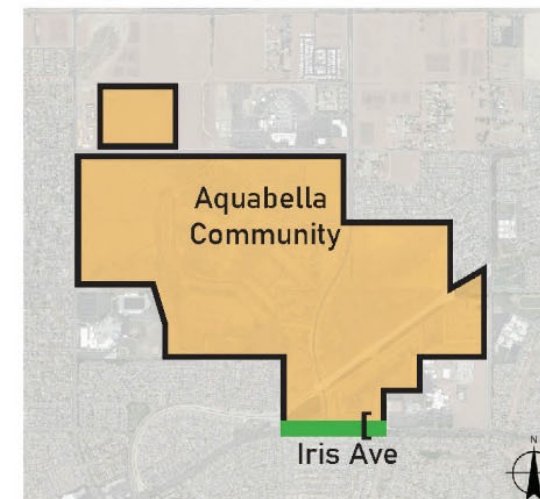


Plan - Iris Ave Looking East

Legend

- ① Driving Lanes with Breakdown Lane
- ② Class I Multi-Use Trail
- ③ Landscape Median
- ④ Landscape Separation
- ⑤ Existing Pedestrian Sidewalk
- ⑥ Existing Landscape Setback
- ⑦ Existing Single-Family Housing

Street Keymap



ARTISTIC RENDERING FOR ILLUSTRATIVE PURPOSES

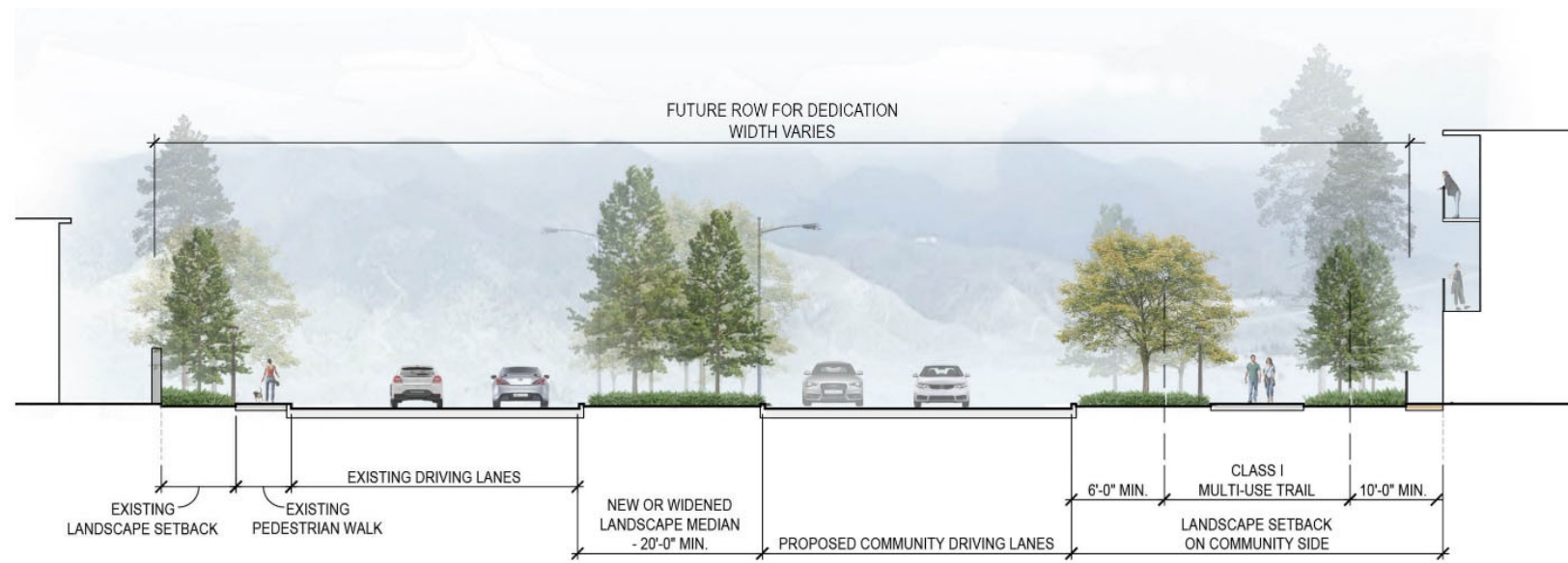
AQUABELLA

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Street System - Perimeter Arterial Street (Iris Ave)

Figure 6-2

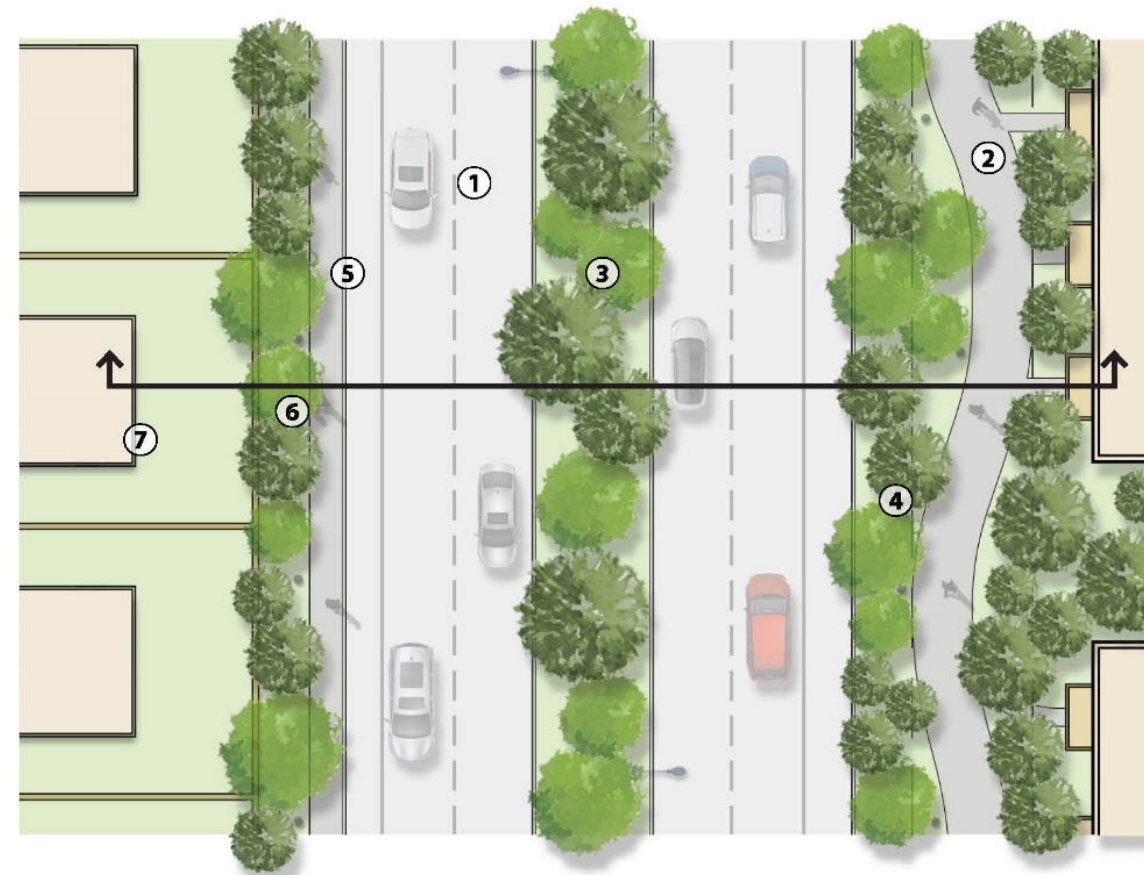
December 2023



Perimeter Arterial - Lasselle St

- Landscape Median
- Landscape Setback on Development Side
- Meandering Class I Multi-Use Trail on Development Side
- Private Patios allowed in Landscape Setback on Development Side

Section

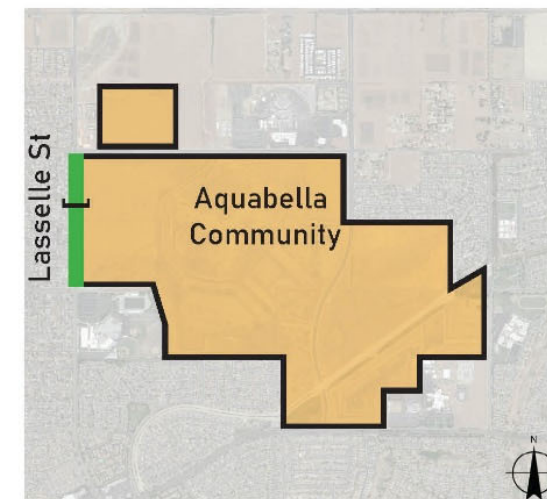


Plan - Lasselle Street Looking North

Legend

- ① Driving Lanes with Breakdown Lane
- ② Class I Multi-Use Trail
- ③ Landscape Median
- ④ Landscape Separation
- ⑤ Existing Pedestrian Sidewalk
- ⑥ Existing Landscape Setback
- ⑦ Existing Single-Family Housing

Street Keymap



ARTISTIC RENDERING FOR ILLUSTRATIVE PURPOSES

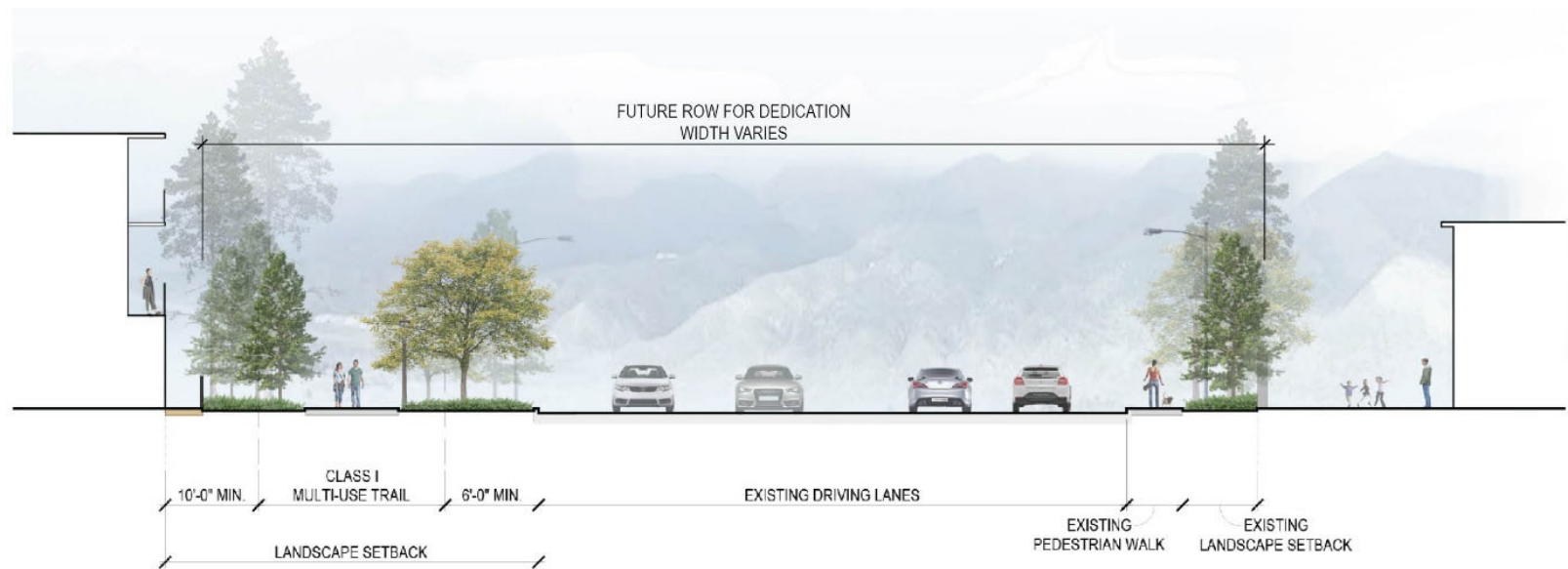
Street System - Perimeter Arterial Street (Lasselle Street)

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Figure 6-3

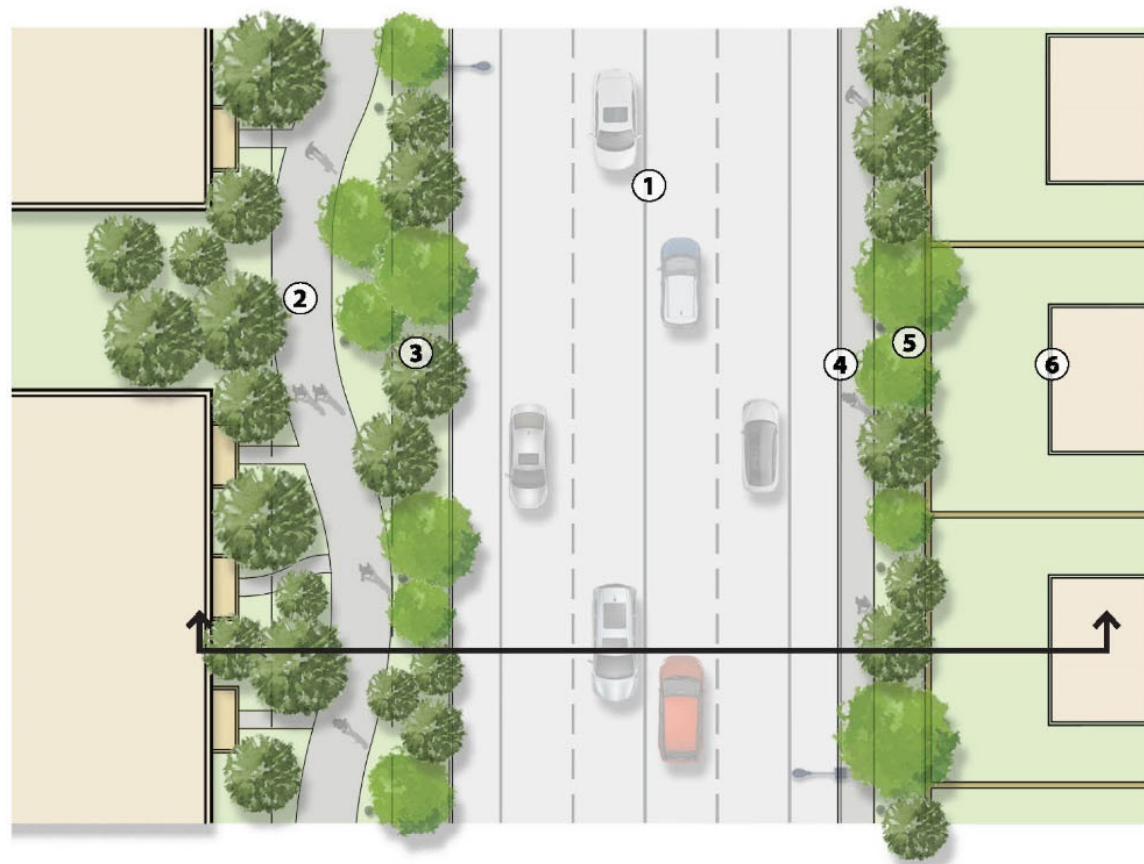
December 2023



Minor Arterial Street - Oliver St

- Landscape Median
- Landscape Setback on Development Side
- Meandering Class I Multi-Use Trail on Development Side
- Private Patios allowed in Landscape Setback on Development Side

Section

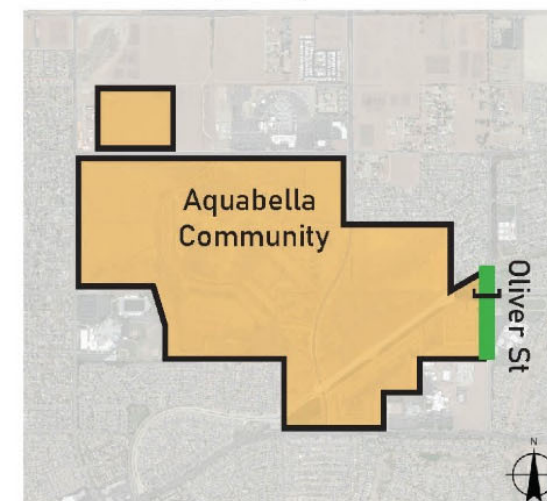


Plan - Oliver St Looking North

Legend

- ① Driving Lanes with Breakdown Lane
- ② Class I Multi-Use Trail
- ③ Landscape Separation
- ④ Existing Pedestrian Sidewalk
- ⑤ Existing Landscape Setback
- ⑥ Existing Single-Family Housing

Street Keymap



ARTISTIC RENDERING FOR ILLUSTRATIVE PURPOSES

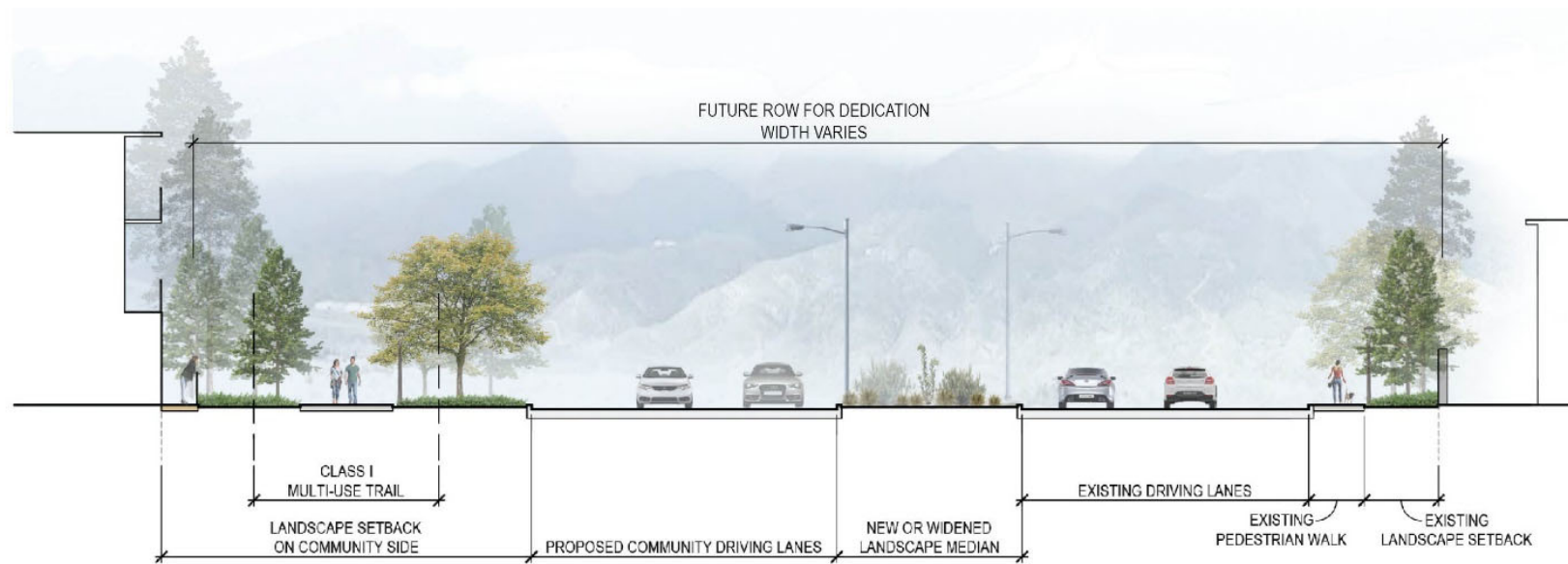
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Street System - Minor Arterial Street (Oliver St)

Figure 6-4

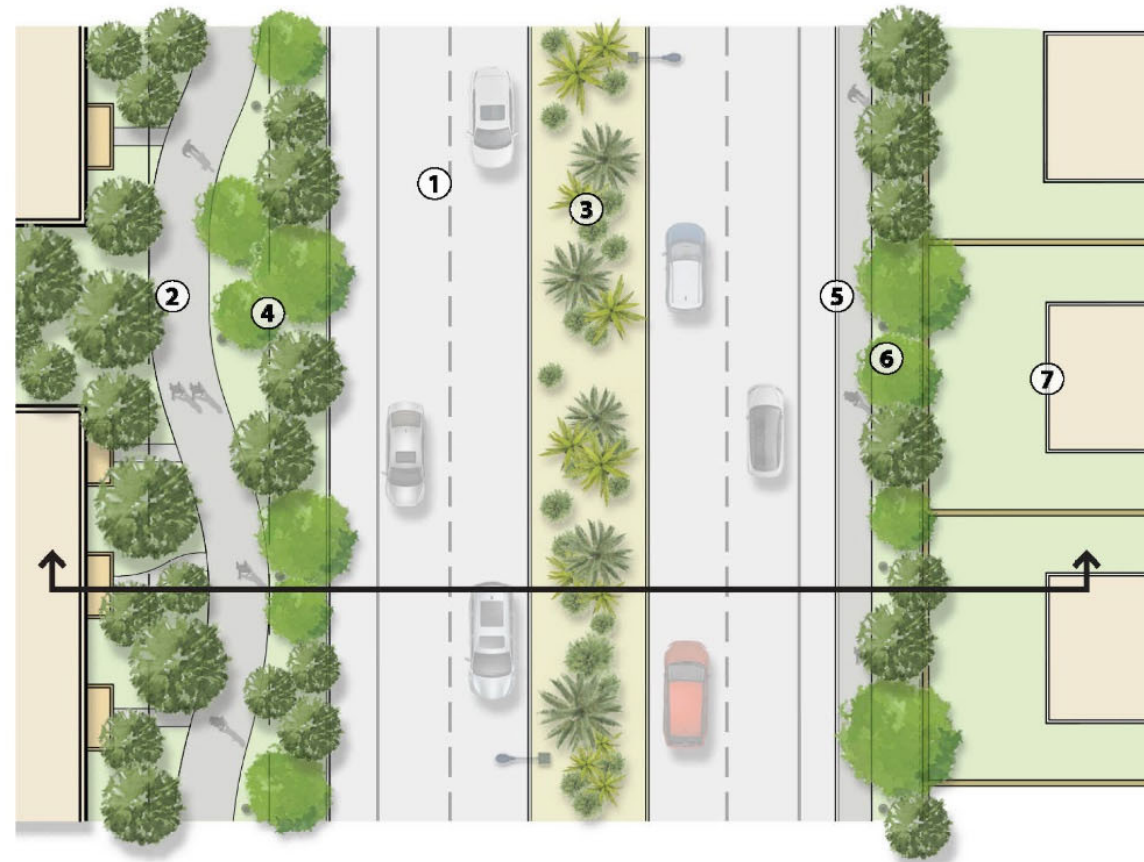
December 2023



Nason Street - North

- Landscape Median
- Landscape Setback on Development Side
- Meandering Class I Multi-Use Trail on Development Side
- Private Patios allowed in Landscape Setback on Development Side

Section

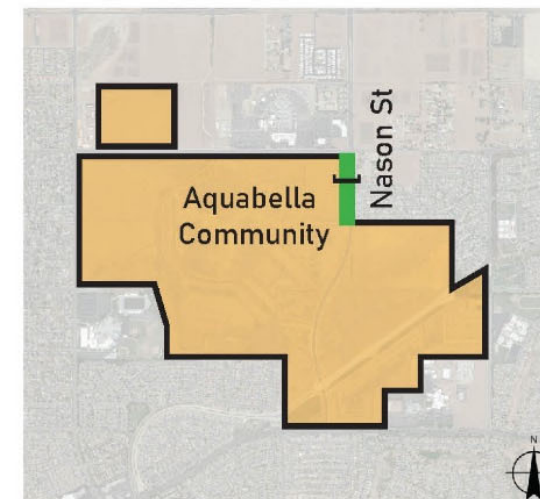


Plan - Nason St Looking North

Legend

- ① Driving Lanes with Breakdown Lane
- ② Class I Multi-Use Trail
- ③ Landscape Median
- ④ Landscape Separation
- ⑤ Existing Pedestrian Sidewalk
- ⑥ Existing Landscape Setback
- ⑦ Existing Single-Family Housing

Street Keymap



ARTISTIC RENDERING FOR ILLUSTRATIVE PURPOSES

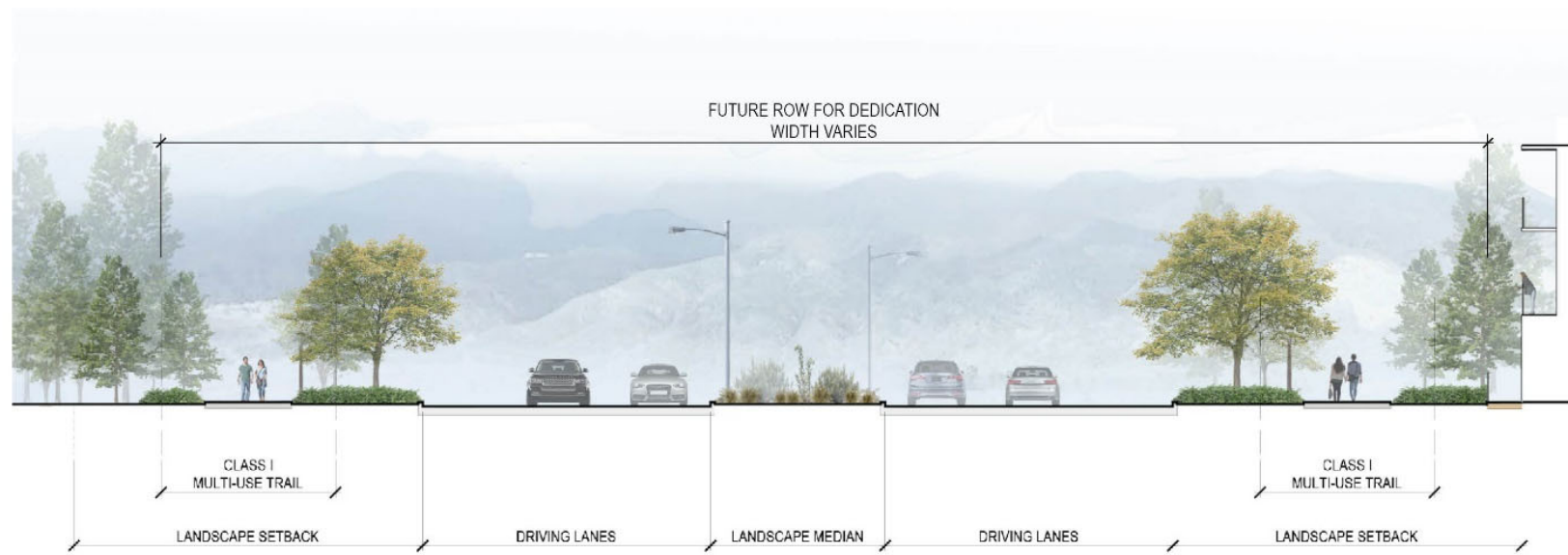
Street System - Nason Street (North)

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Figure 6-5

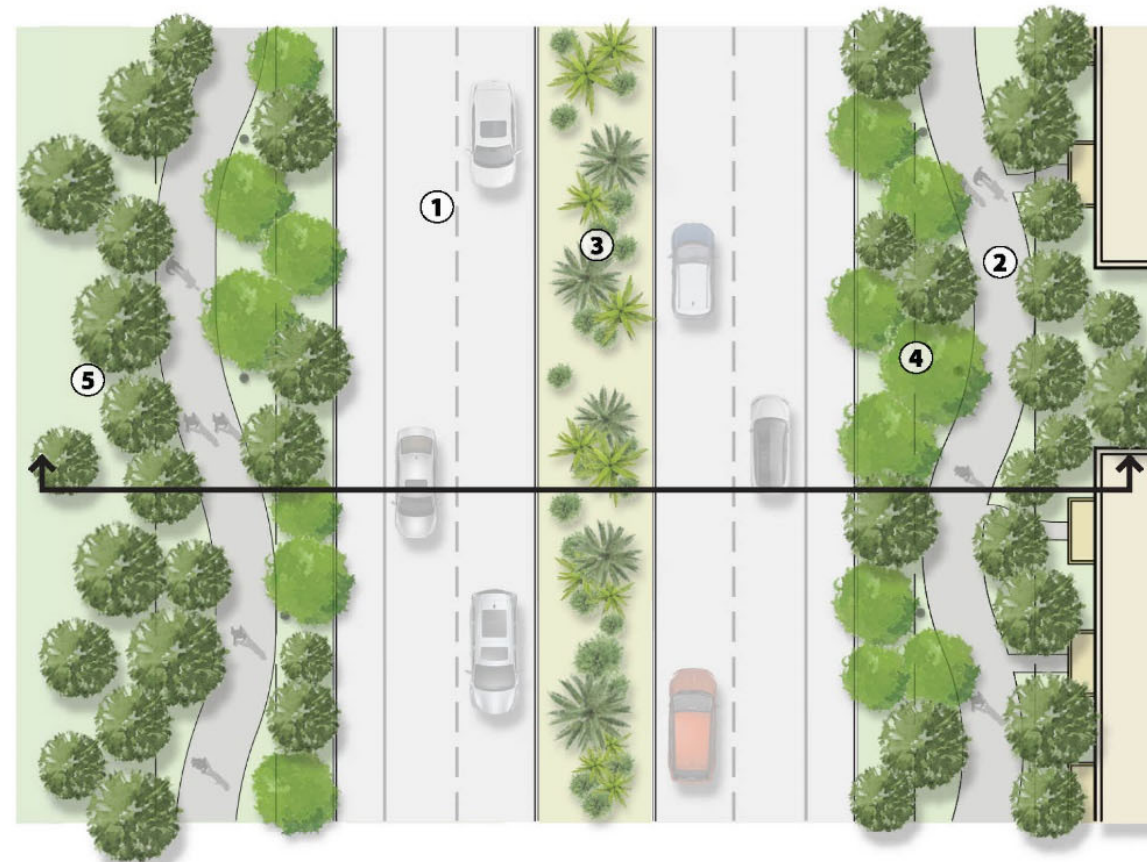
December 2023



Existing Nason Street - South

- Landscape Median
- Landscape Setback on Each Side
- Meandering Class I Multi-Use Trail
- Private Patios allowed in Landscape Setback

Section

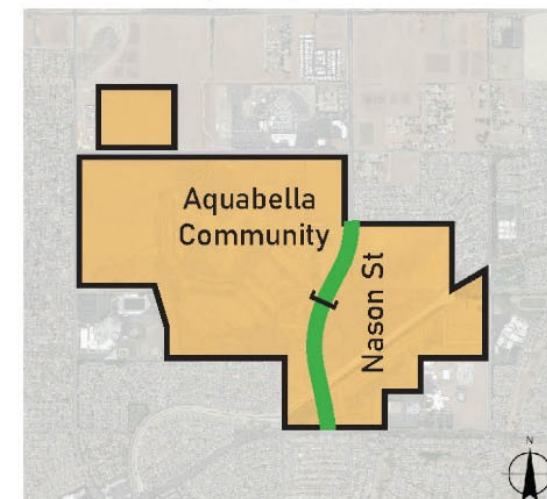


Plan - Nason St Looking North

Legend

- ① Driving Lanes with Breakdown Lane
- ② Class I Multi-Use Trail
- ③ Landscape Median
- ④ Landscape Separation
- ⑤ Open Space

Street Keymap



ARTISTIC RENDERING FOR ILLUSTRATIVE PURPOSES

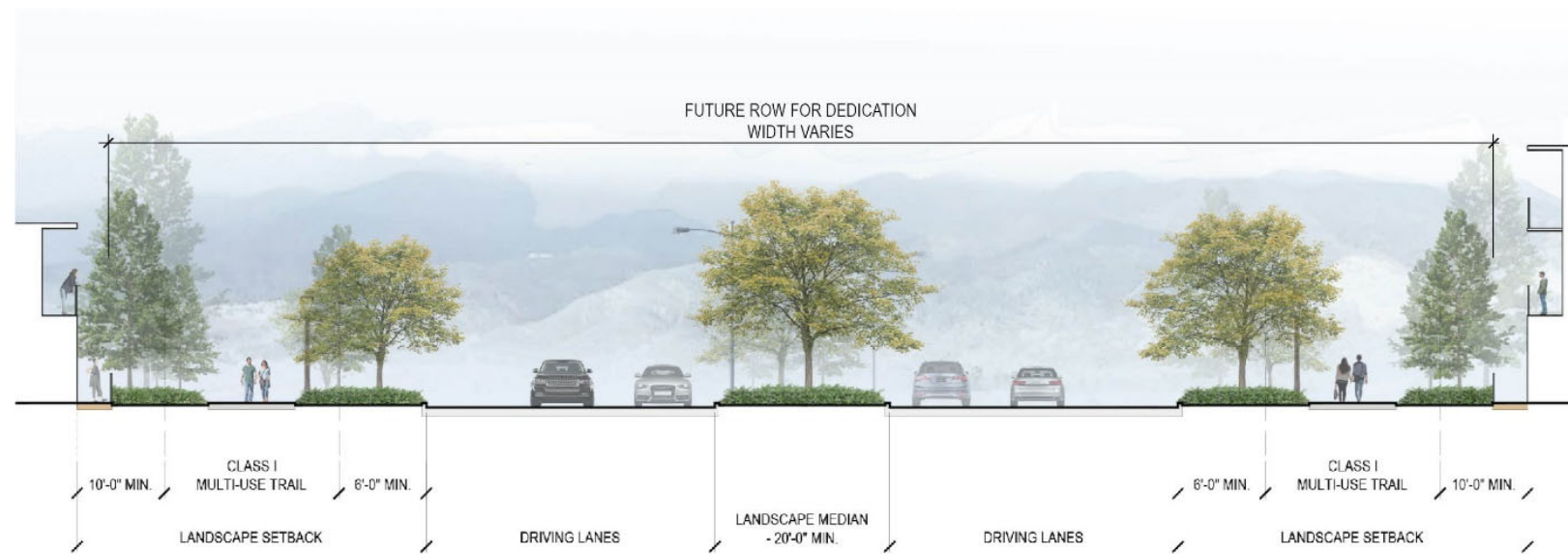
Street System - Existing Nason Street (South)

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Figure 6-6

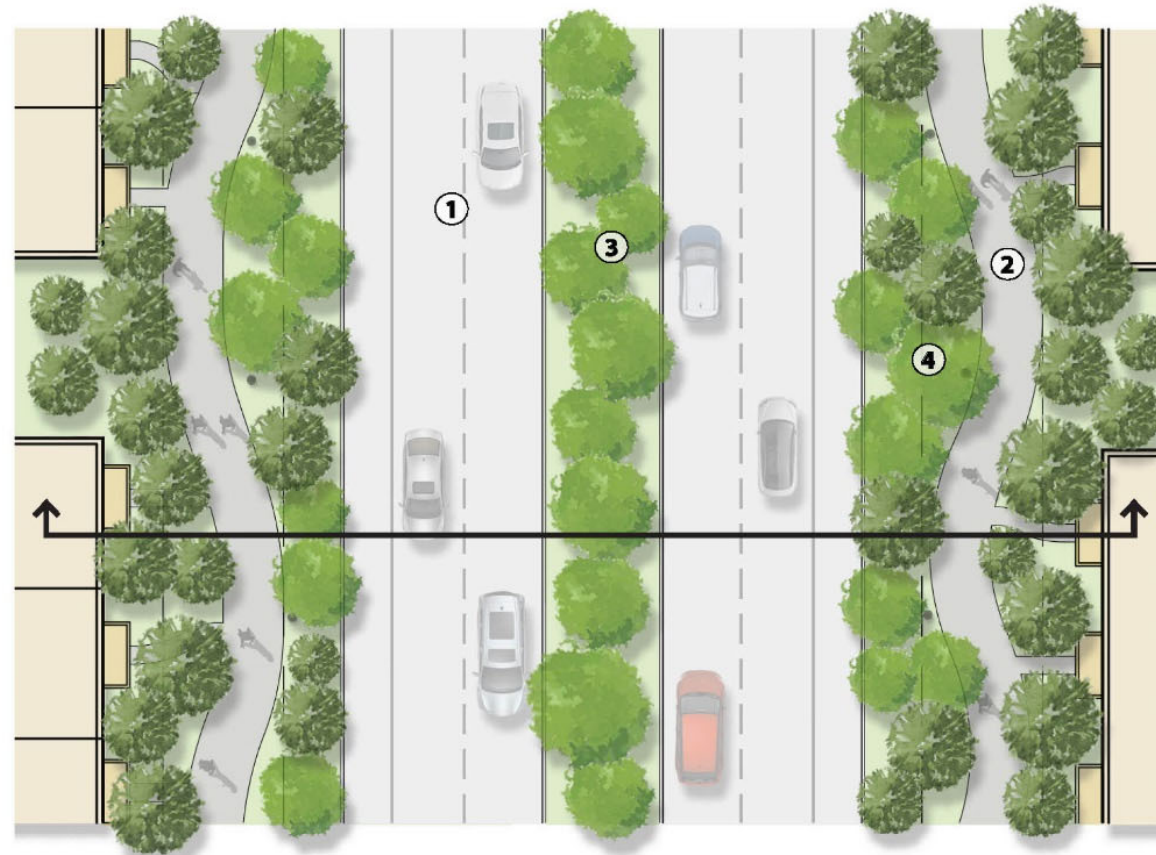
December 2023



Internal Collector Street

- Landscape Median
- Landscape Setback on Each Side
- Meandering Class I Multi-Use Trail
- Private Patios allowed in Landscape Setback

Section

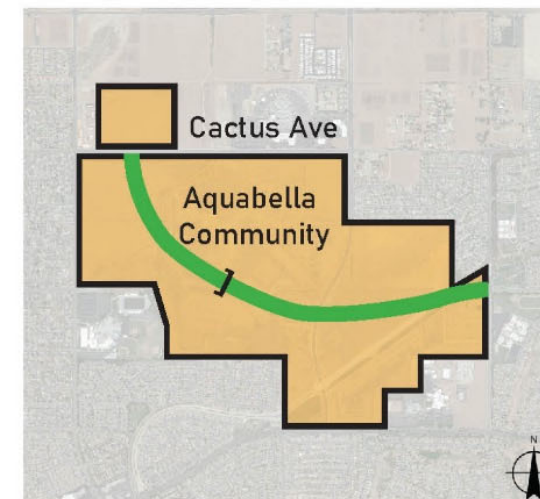


Plan - Internal Collector Street

Legend

- ① Driving Lanes with Breakdown Lane
- ② Class I Multi-Use Trail
- ③ Landscape Median
- ④ Landscape Separation

Street Keymap



ARTISTIC RENDERING FOR ILLUSTRATIVE PURPOSES

Street System - Internal Collector Street

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Figure 6-7

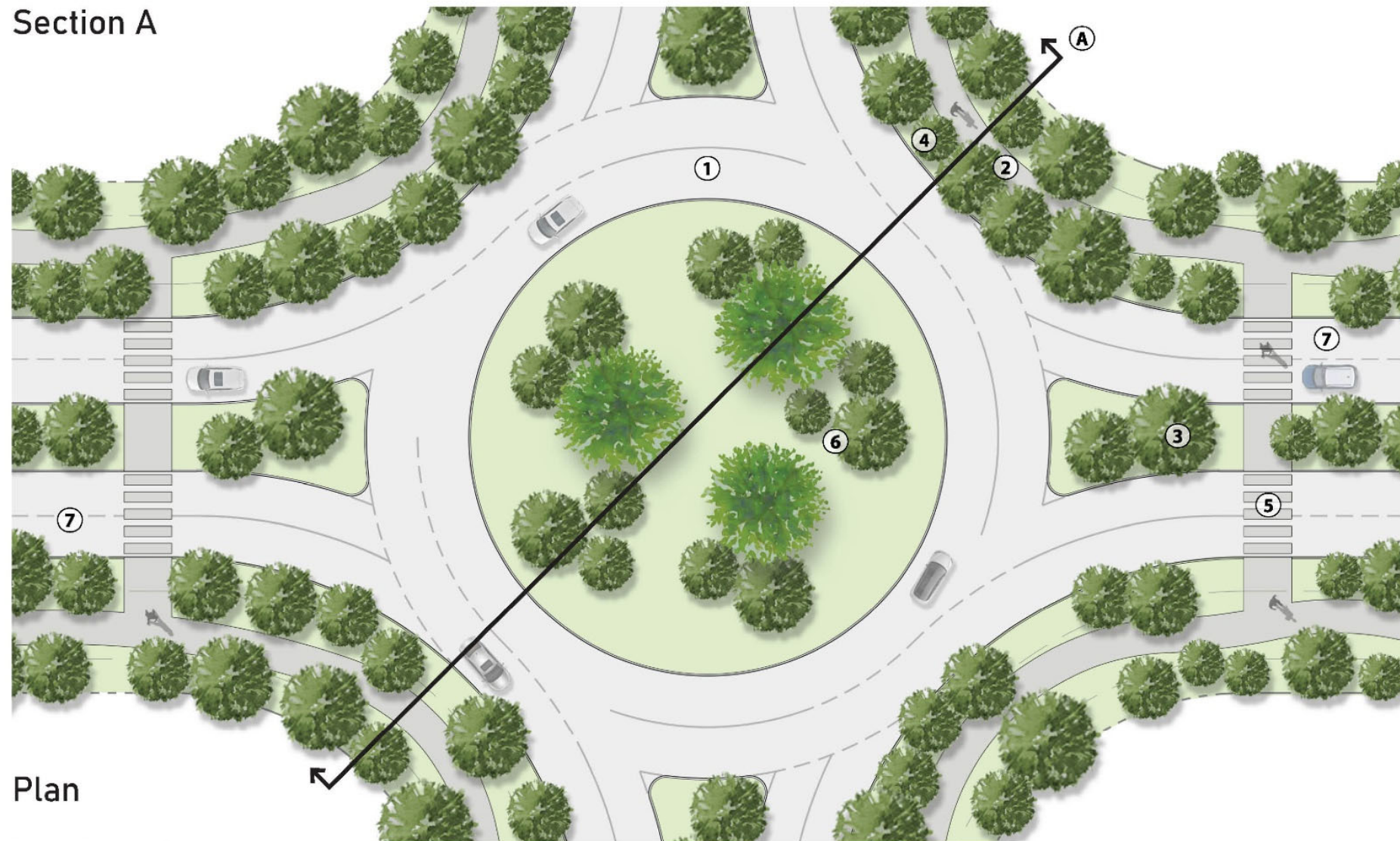
December 2023



Arterial Roundabout

- Landscaped Central Island
- Landscape Setback on Roundabout Perimeter
- Meandering Class I Multi-Use Trail
- Pedestrian Crosswalks Separated from Roundabout

Section A

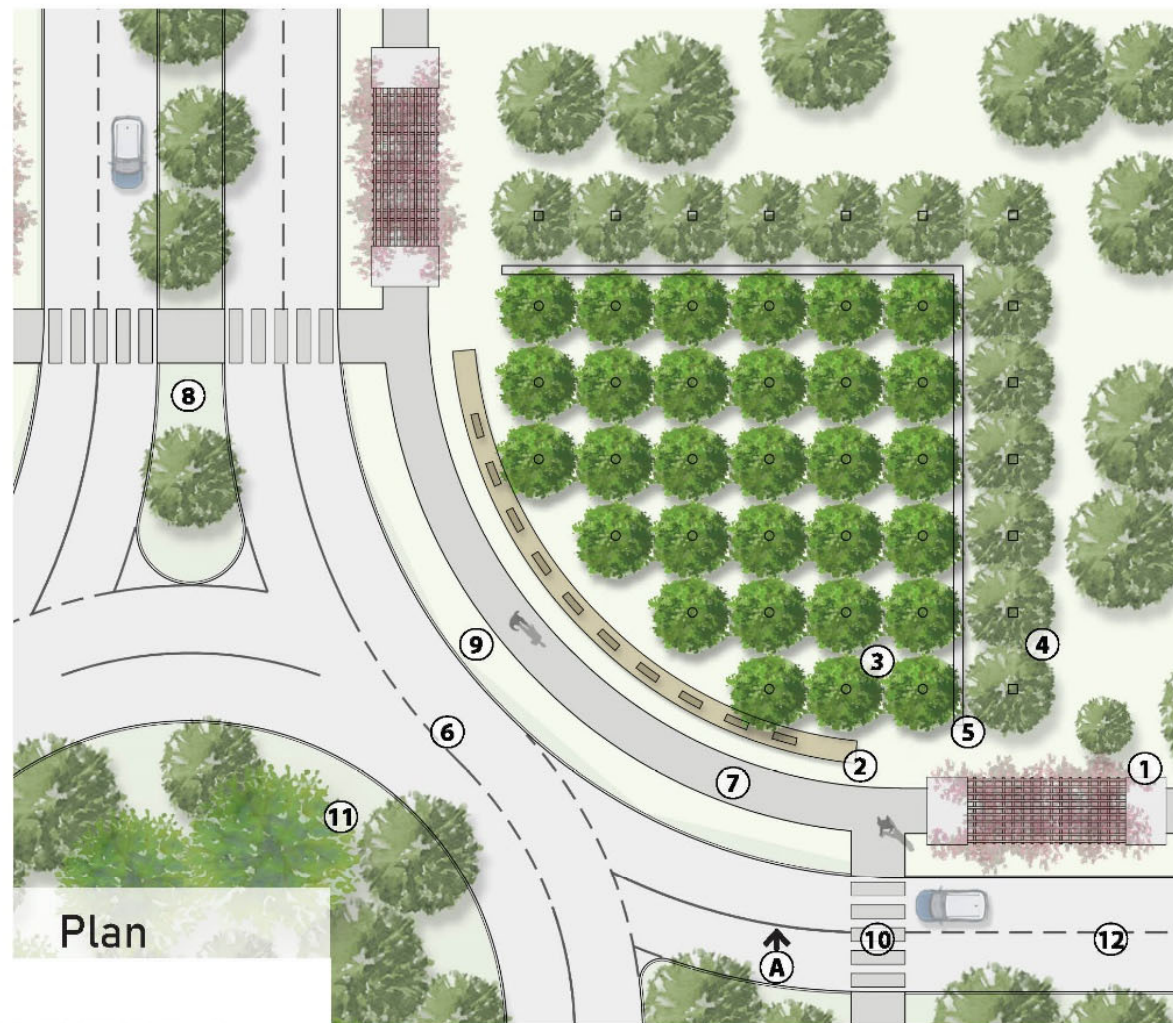


Legend

- ① Driving Lanes
- ② Class I Multi-Use Trail
- ③ Landscape Median
- ④ Landscape Separation
- ⑤ Pedestrian Crosswalk
- ⑥ Roundabout Island
- ⑦ Typical Arterial Street



Elevation A



Plan

Legend

- ① Entry Monumentation Structure
- ② "AQUABELLA" Wayfinding Development Signage
- ③ Signature Tree Grove at Development Entries
- ④ Evergreen "Veil" Planting
- ⑤ Low Accent Wall
- ⑥ Driving Lanes
- ⑦ Class I Multi-Use Trail
- ⑧ Landscape Median
- ⑨ Landscape Separation
- ⑩ Pedestrian Crosswalk
- ⑪ Roundabout Island
- ⑫ Typical Arterial Street

Arterial Roundabout Enhanced Entry

- Large Wayfinding and Monumentation Structures
- Signature Tree Grove Planting
- Meandering Class I Multi-Use Trail



Entry Concept A

Scale: 1" = 60'-0"



Entry Concept B

Scale: 1" = 60'-0"

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Street System - Arterial Roundabout Enhanced Entry

Figure 6-9

December 2023



Elevation A

Arterial Intersection Enhanced Entry

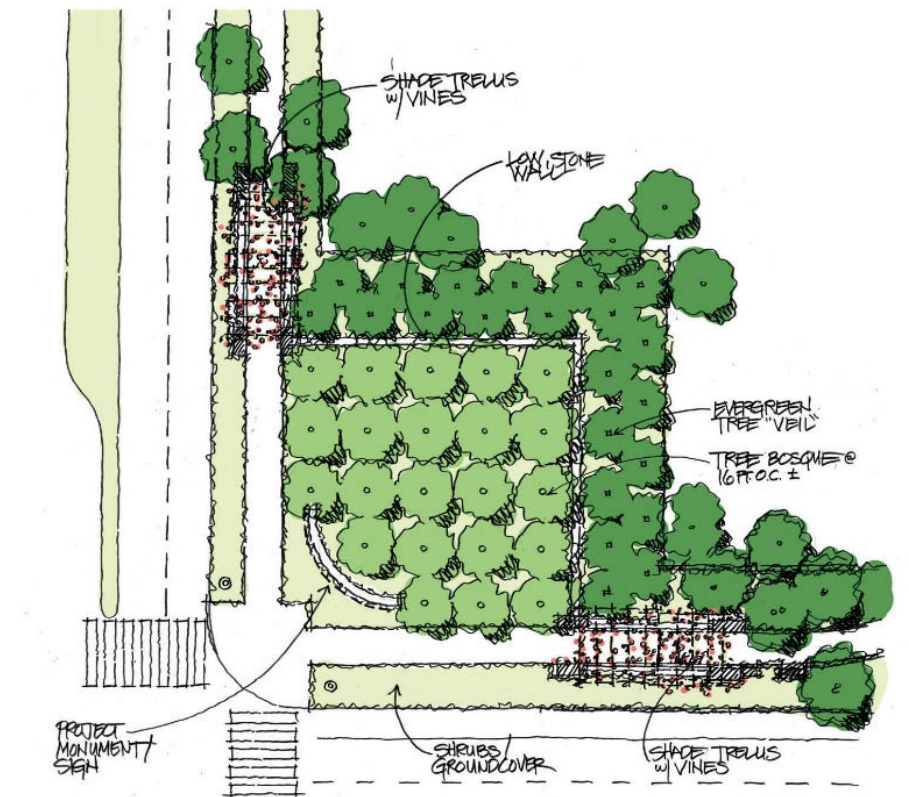
- Large Wayfinding and Monumentation Structures
- Signature Tree Grove Planting
- Meandering Class I Multi-Use Trail



Plan

Legend

- ① Entry Monumentation Structure
- ② "AQUABELLA" Wayfinding Development Signage
- ③ Signature Tree Grove at Development Entries
- ④ Evergreen "Veil" Planting
- ⑤ Low Accent Wall
- ⑥ Typical Arterial Street
- ⑦ Class I Multi-Use Trail
- ⑧ Landscape Separation
- ⑨ Pedestrian Crosswalk



Entry Concept

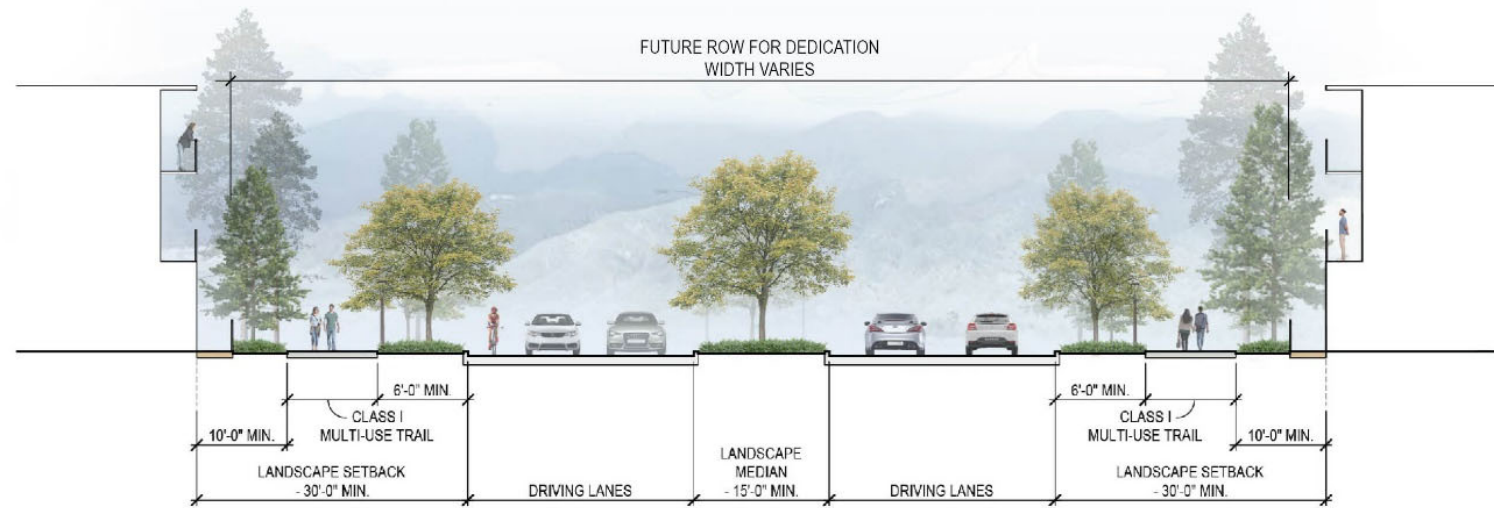
AQUABELLA

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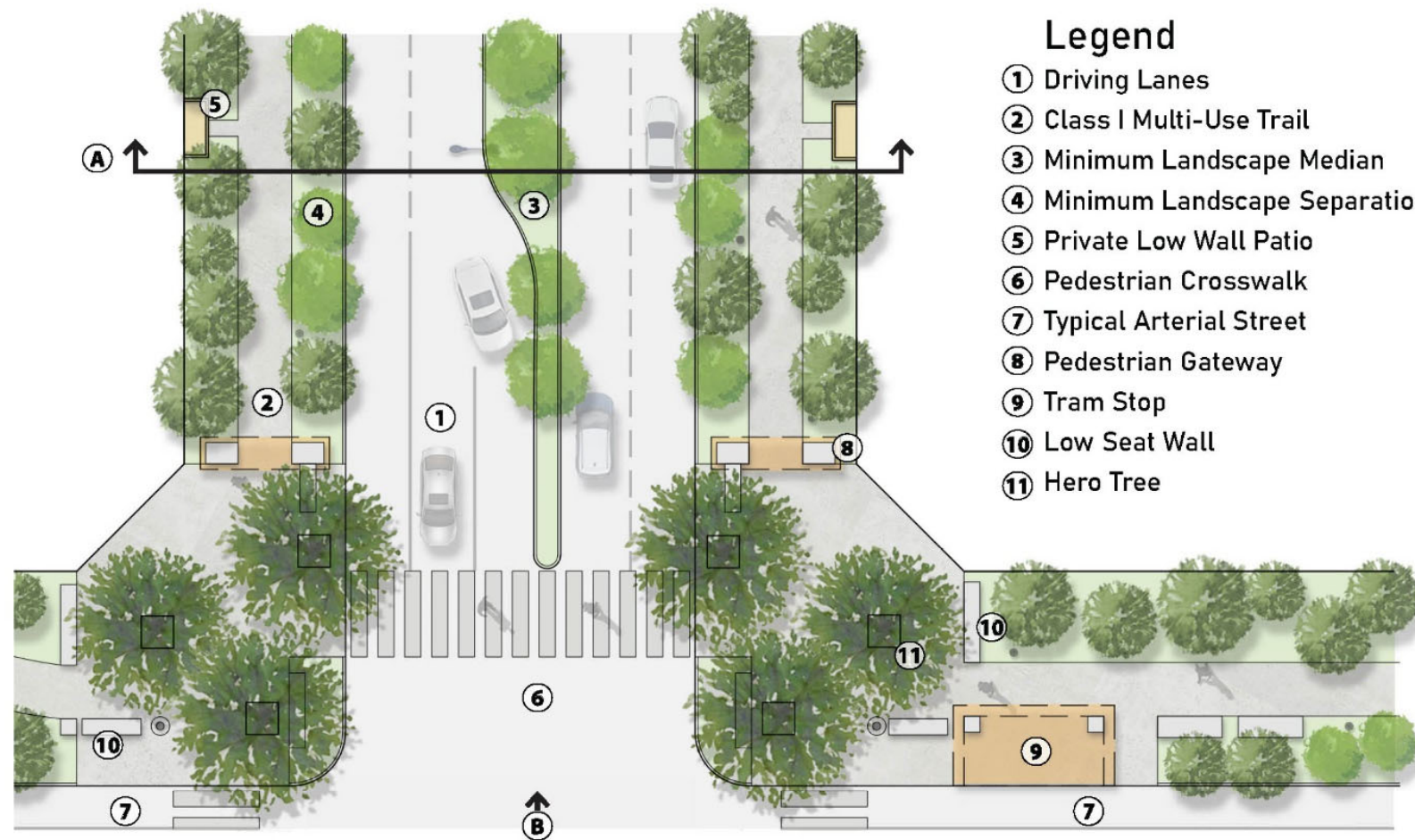
Street System - Arterial Intersection Enhanced Entry

Figure 6-10

December 2023



Section A



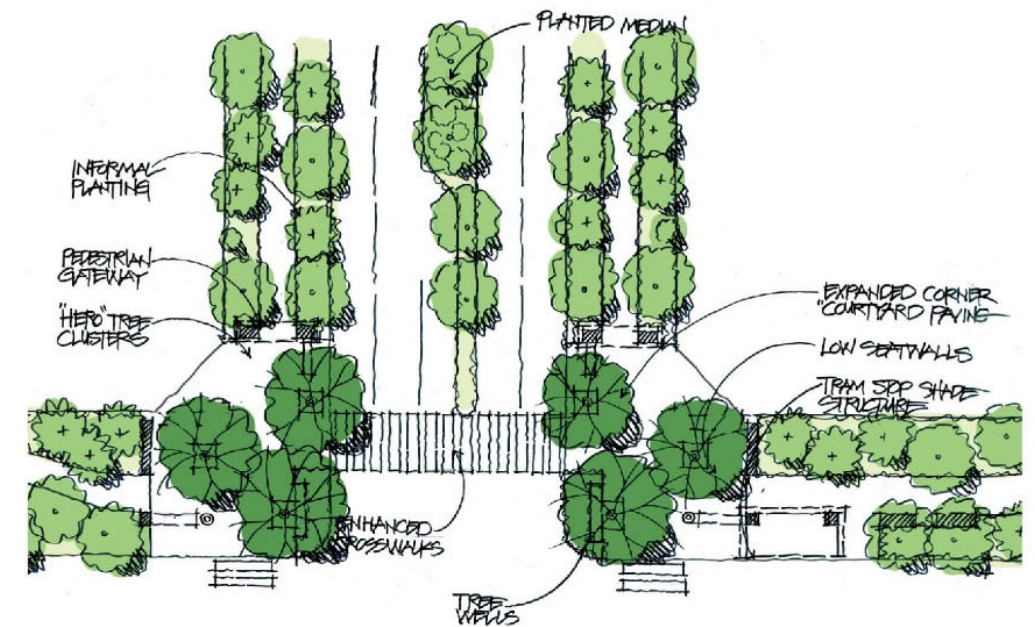
Plan

Legend

- ① Driving Lanes
- ② Class I Multi-Use Trail
- ③ Minimum Landscape Median
- ④ Minimum Landscape Separation
- ⑤ Private Low Wall Patio
- ⑥ Pedestrian Crosswalk
- ⑦ Typical Arterial Street
- ⑧ Pedestrian Gateway
- ⑨ Tram Stop
- ⑩ Low Seat Wall
- ⑪ Hero Tree

Residential Village Entry from Arterial Street

- Landscape Median with Left Turn Lane
- Landscape Setback
- Class I Multi-Use Trail
- Private Patios in Landscape Setback



Concept Sketch

AQUABELLA

RANCHO BELAGO, CA

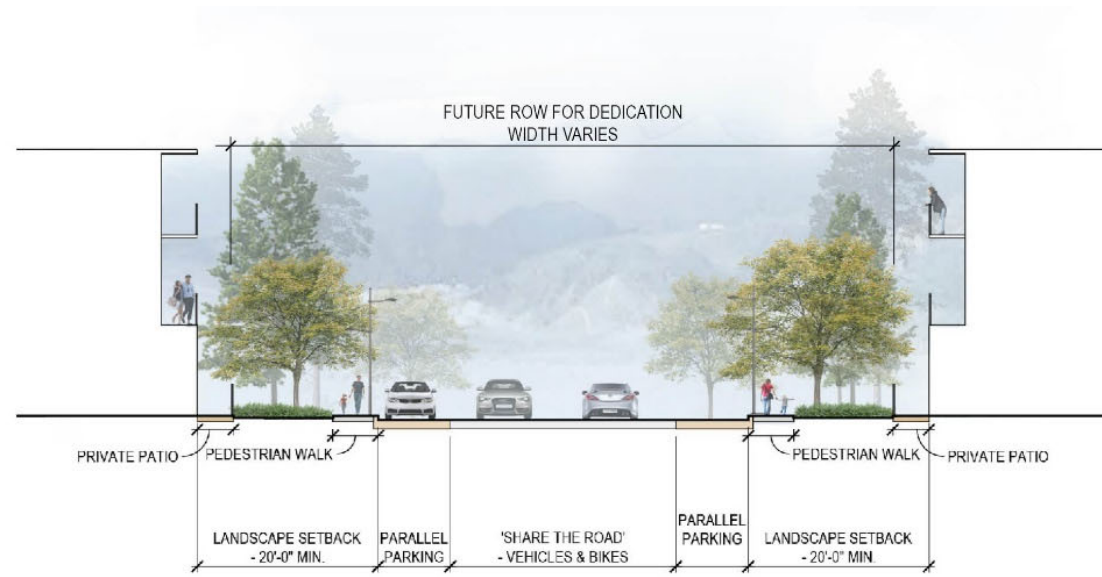
Street System - Residential Village Entry from Arterial Street

Figure 6-11

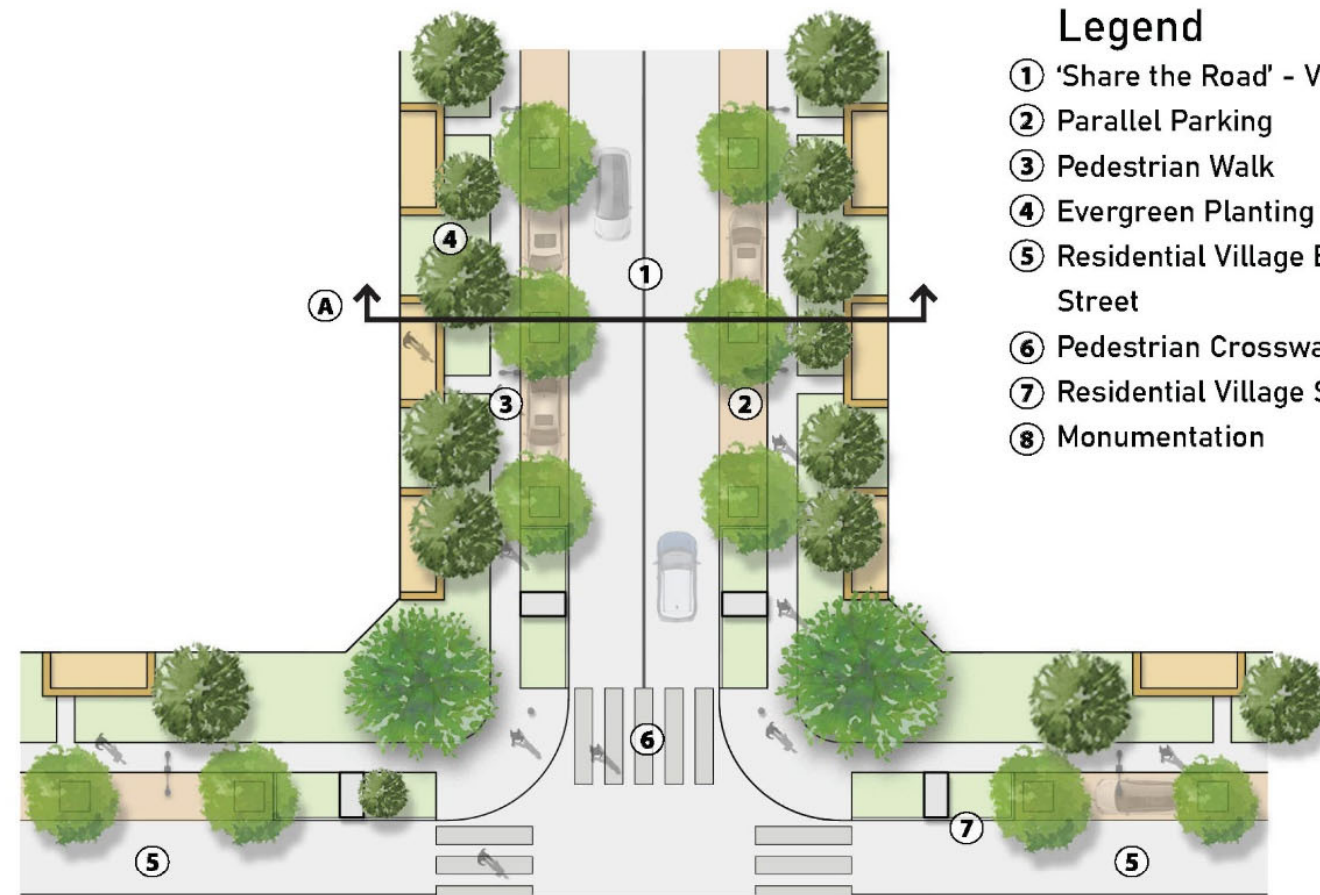
December 2023



Elevation B



Section A



Plan

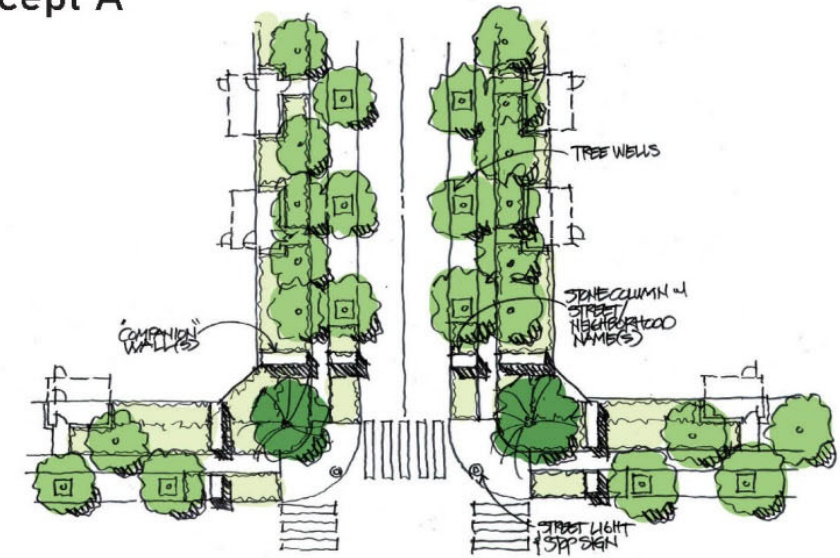
Legend

- ① 'Share the Road' - Vehicles and Bikes
- ② Parallel Parking
- ③ Pedestrian Walk
- ④ Evergreen Planting
- ⑤ Residential Village Entry or Local Street
- ⑥ Pedestrian Crosswalk
- ⑦ Residential Village Street Entry
- ⑧ Monumentation

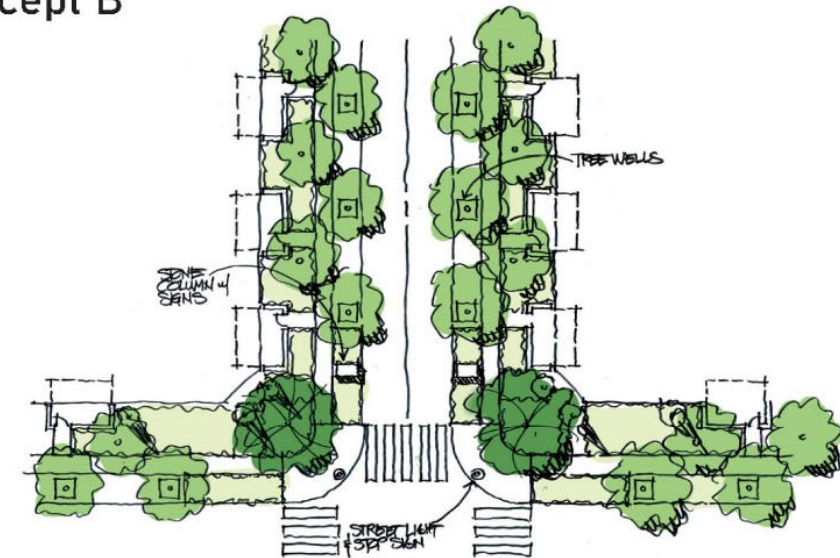
Street System - Residential Village Street with Patios/Stoops

- 'Share The Road' Driving Lanes with Parallel Parking
- Minimum Landscape Setback
- Curbside Pedestrian Walk
- Private Patios in Landscape Setback

Concept A



Concept B



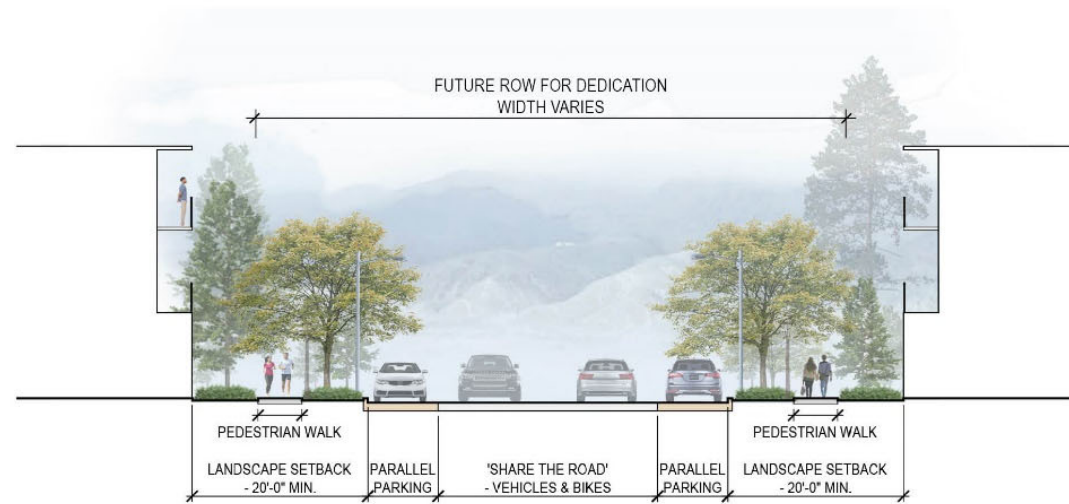
AQUABELLA

RANCHO BELAGO, CA

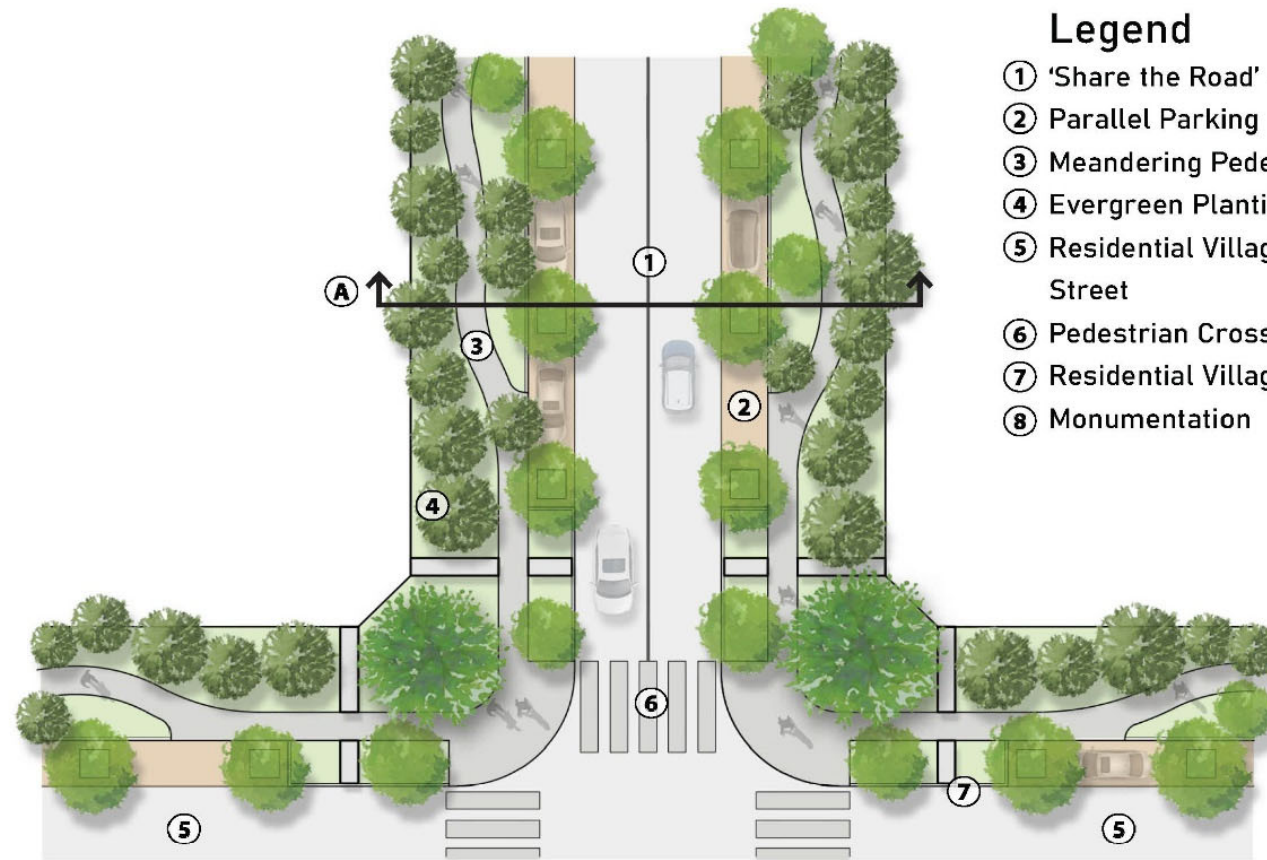
Street System - Residential Village Street with Patios/Stoops

Figure 6-13

December 2023



Section A



Plan

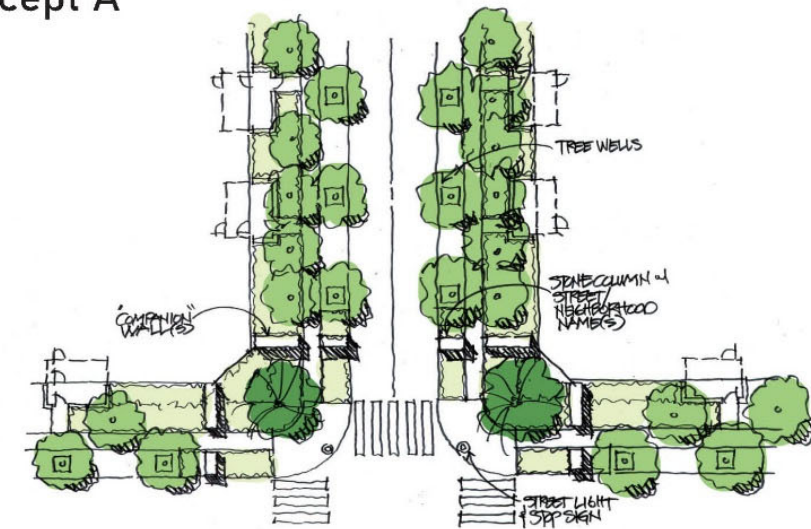
Legend

- ① 'Share the Road' - Vehicles and Bikes
- ② Parallel Parking
- ③ Meandering Pedestrian Walk
- ④ Evergreen Planting
- ⑤ Residential Village Entry or Local Street
- ⑥ Pedestrian Crosswalk
- ⑦ Residential Village Street Entry
- ⑧ Monumentation

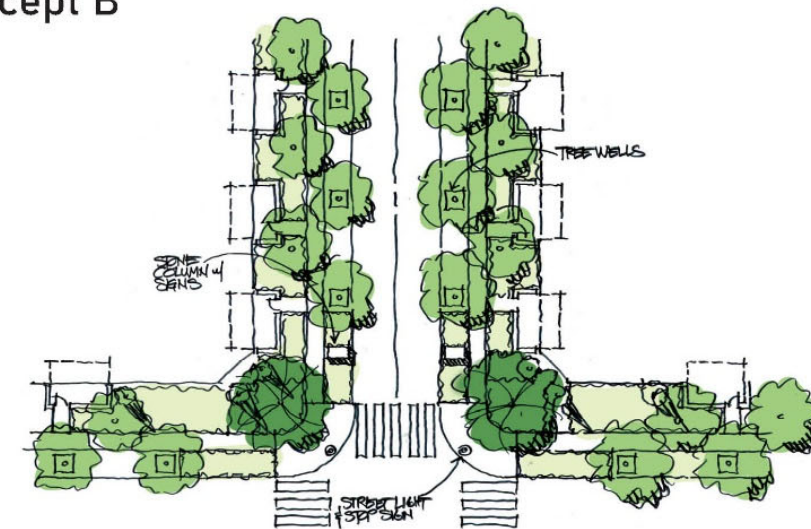
Street System - Residential Village Street without Patios/Stoops

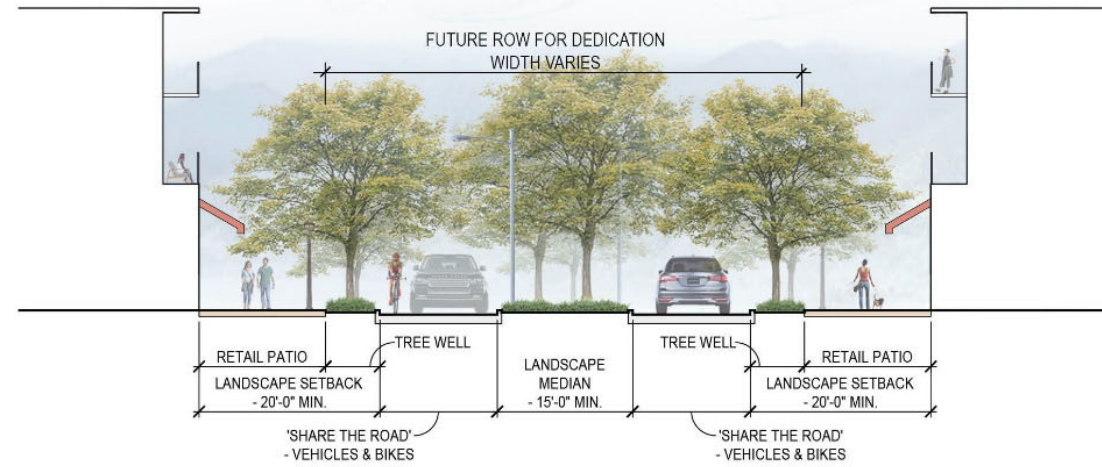
- 'Share The Road' Driving Lanes with Parallel Parking
- Landscape Setback
- Meandering Pedestrian Walk

Concept A

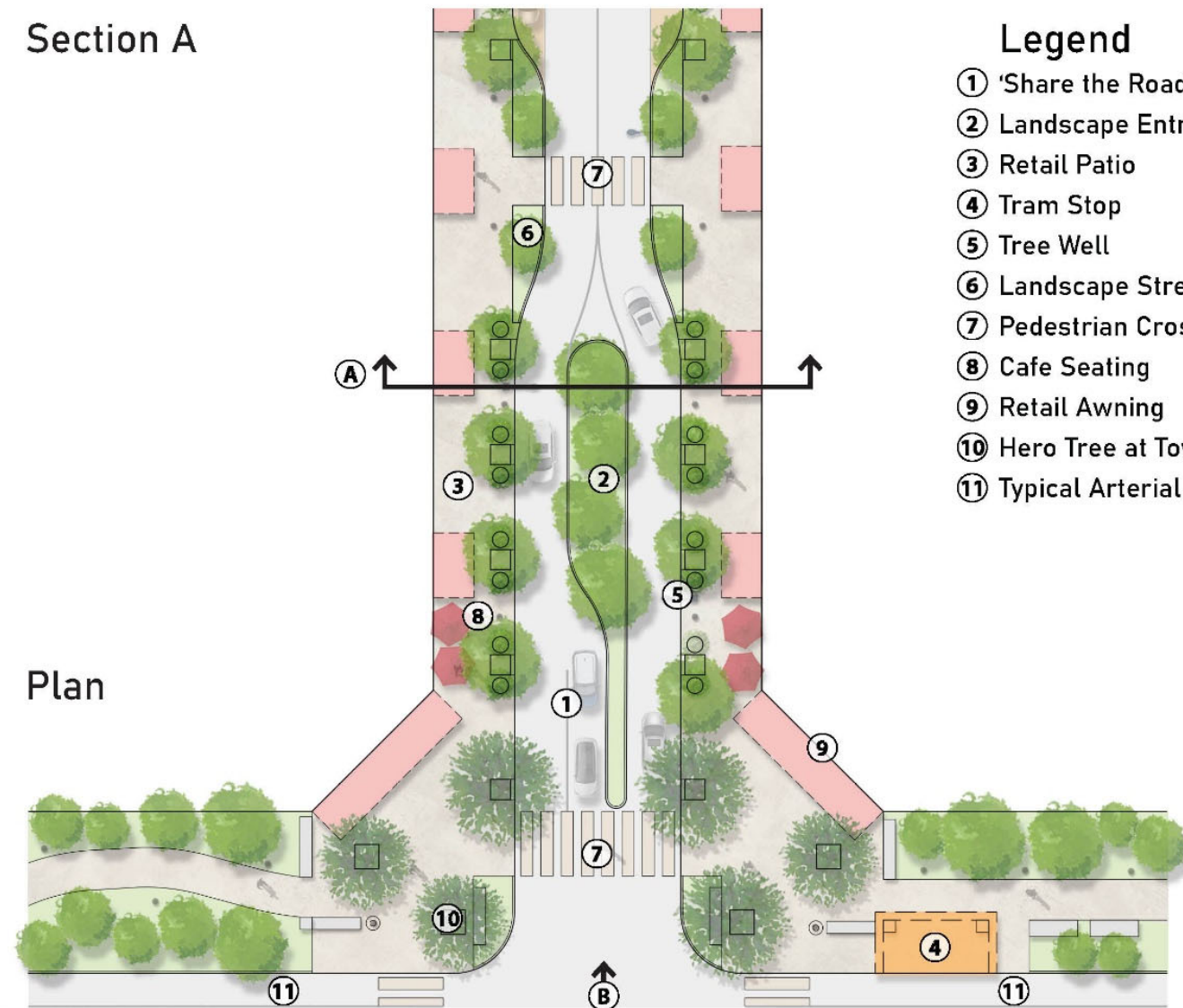


Concept B





Section A

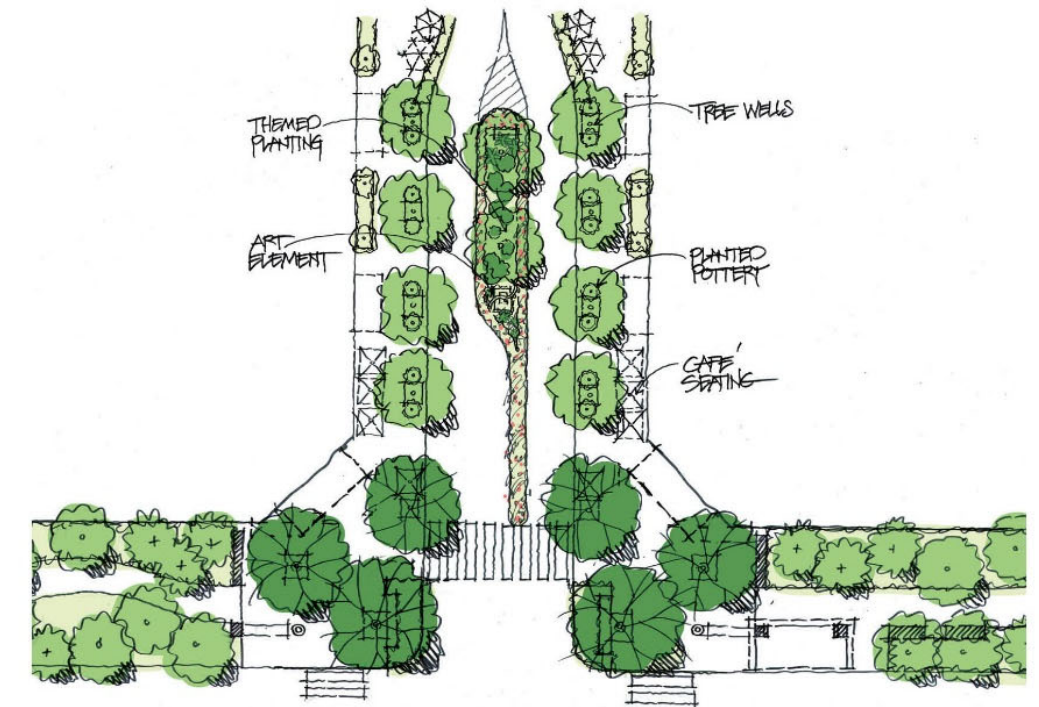


Legend

- ① 'Share the Road' - Vehicles and Bikes
- ② Landscape Entry Median
- ③ Retail Patio
- ④ Tram Stop
- ⑤ Tree Well
- ⑥ Landscape Street Choker
- ⑦ Pedestrian Crosswalk
- ⑧ Cafe Seating
- ⑨ Retail Awning
- ⑩ Hero Tree at Town Center Entry
- ⑪ Typical Arterial Street

Town Center Entry Street

- 'Share The Road' Driving Lanes with Parallel Parking
- Landscape Median and Hero Trees at Town Center Entry
- Landscape Setback for Retail Patio and Planting
- Tree Wells, Landscape Pockets & Planted Pots on Either Side of Street



Concept Sketch



Street System - Town Center Entry Street

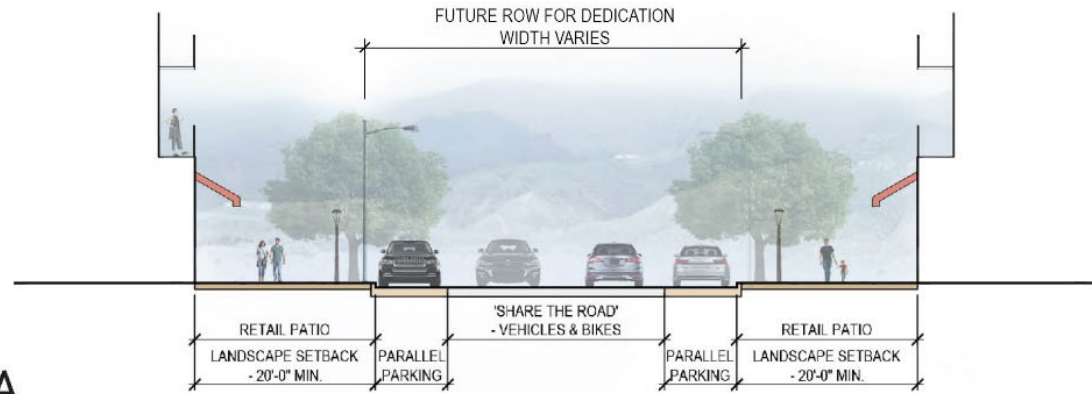
AQUABELLA

RANCHO BELAGO, CA

Figure 6-15

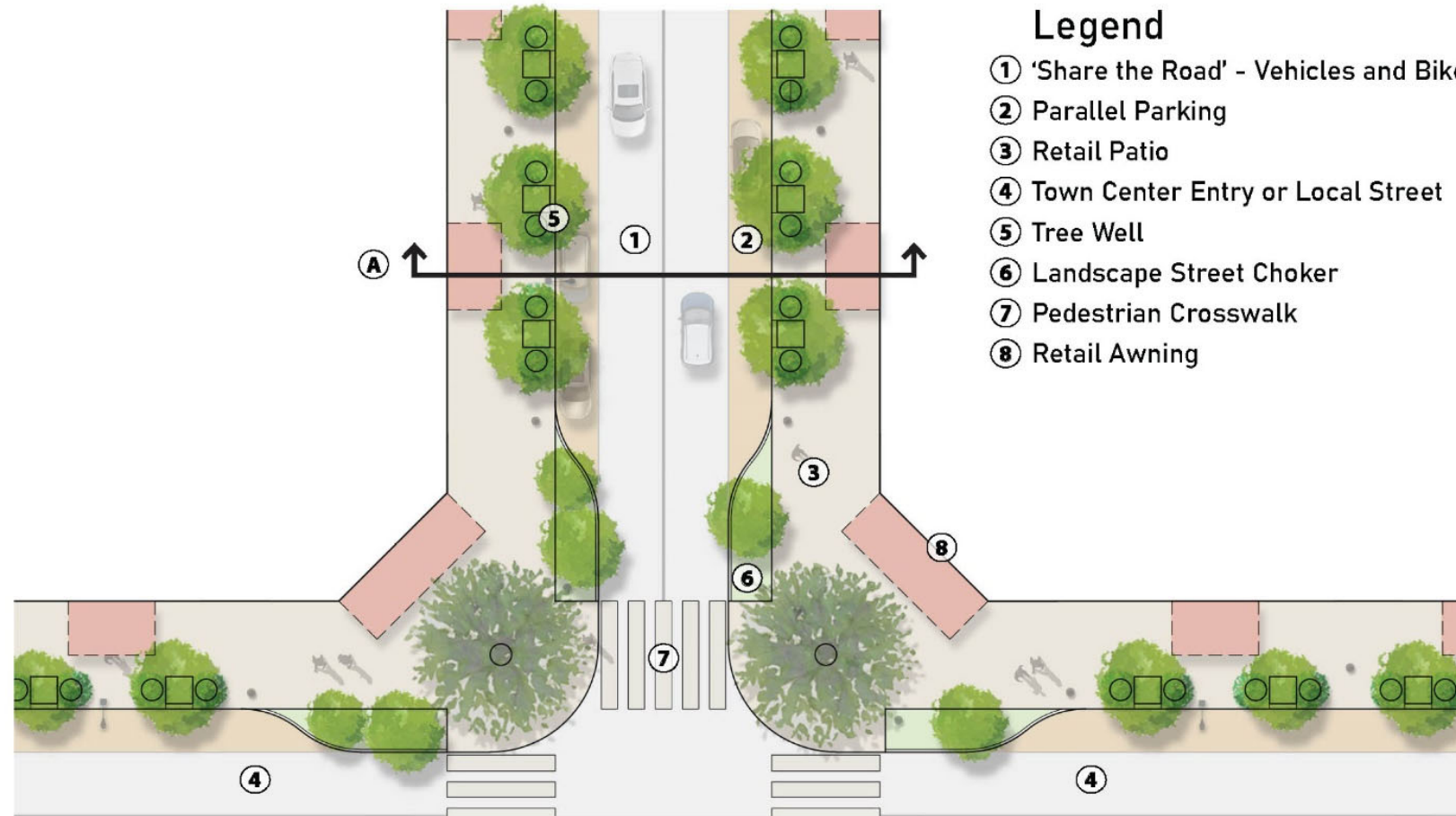
December 2023

Section A



Town Center Street with Parallel Parking

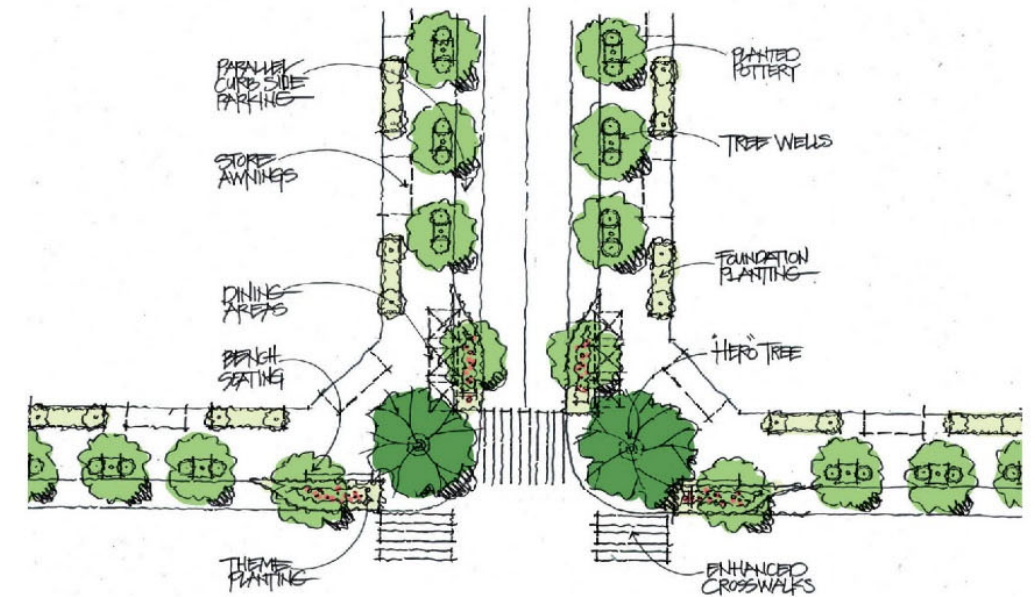
- 'Share The Road' Driving Lanes with Parallel Parking
- Landscape Setback for Retail Patio and Planting
- Tree Wells, Landscape Pockets & Planted Pots on Either Side of Street



Legend

- ① 'Share the Road' - Vehicles and Bikes
- ② Parallel Parking
- ③ Retail Patio
- ④ Town Center Entry or Local Street
- ⑤ Tree Well
- ⑥ Landscape Street Choker
- ⑦ Pedestrian Crosswalk
- ⑧ Retail Awning

Plan



Concept Sketch

AQUABELLA

RANCHO BELAGO, CA

Street System - Town Center Street with Parallel Parking

Figure 6-16

December 2023



Elevation B



Concept Imagery



6.0 DESIGN GUIDELINES

6.2.9 Focal Points and Gathering Places

Focal points and gathering places play a vital role in enriching the character of the Aquabella community's overall aesthetic and functional value. Focal points will be strategically located in various areas within the Residential Villages and parks to draw attention and express the general design theme of the neighborhood in which they are located. Focal points will be appropriately designed and sized in relation to their surrounds, ensuring they are compatible with the vista and community vision.

Gathering places will be strategically located within parks and open space areas to encourage outdoor activities and provide additional outdoor living and social spaces for residents and visitors of the community. These places include the Lake and Lake Promenade. The size of the places will be compatible to the location and uses. For example, smaller, more passive areas may be provided for meditation or relaxation, while larger places may accommodate quinceanera and birthday celebrations or family picnics.

The Town Center, with its restaurants, cafes, and retail uses, will be a primary gathering place for residents and visitors. However, major gathering places will also be situated within the neighborhood parks, the Lake, and Lake Promenade. Gathering places will have convenient services available at a reasonable distance, such as bottle filling stations, device charging stations, restrooms, cooking facilities, comfortable furniture, and clear wayfinding signage to help residents and visitors navigate the area.

The Lake will be the most dominant landmark feature, acting as the visual centerpiece of the Aquabella community and offering expansive vistas to San Gorgonio Mountain and other more distant peaks. To provide the greatest opportunity for the public to access and enjoy public artwork, the majority of the public art installations onsite will be located in parks and along the Lake and Lake Promenade. Other art installations may be provided to add visual interest elsewhere within the community.

Cultural richness within the Aquabella community will be achieved through investment in creating notable landmarks and installing a variety of focal points and gathering places. Moreno Valley offers a rich source of inspiration, history and cultural identity.



DESIGN GUIDELINES

6.3 Landscape Design Guidelines

6.3.1 Entry Monumentation and Signage

Project gateways will be announced with large-scale monumentation comprised of natural materials and appropriate environmental graphics. Each neighborhood entry will have a distinct architectural character with a combination of layout and materials that will be carried through the monumentation design. Additional monumentation within the neighborhood will announce parks, trail heads, open space amenities and gathering places. The Town Center will have unique monumentation, style, and character to support the retail, food and beverage, commercial, and entertainment uses. Monumentation may be lighted to promote 24-hour visibility, with lighting focused to prevent spillover. All monumentation will build upon the Rancho Belago identity already established in the area.

Wayfinding signage, street signs, and placemaking will guide residents and visitors through the community and provide identification, directional, informational, and regulatory information (e.g., speed limits, no parking), allowing residents and visitors to navigate the site. Standard sign faces will be framed with metal to enhance the appearance and create durability.

Signage is essential to any urban environment, especially within the Aquabella Town Center. It signifies businesses, retail, food and beverage, building names, locations, and other key features. Properly scaled and located signage can greatly enhance the pedestrian experience along streetscapes.

Within the Town Center, wall mounted signs are preferred over surface applied, flush signage. Storefront signage should avoid conflict with canopies and mature trees, while maintaining visibility for pedestrians. Laser cut projecting signs identify businesses and add an architectural design to the building façade. Personalized signage compatible with the architectural character of the building is preferred. Signage that includes other elements important to the urban environment such as parking, bicycle parking, or wayfinding to significant public or civic places or focal points, is encouraged.



DESIGN GUIDELINES



DESIGN GUIDELINES

6.3.2 Streetscape Landscaping

All street landscape setback areas will be landscaped and efficiently irrigated as needed. Street landscape will focus on creating a ‘veil’ of trees along buildings and establishing a simple, unified character to the streets which support the street design. The backbone of the street landscape will be evergreen trees in sufficient density of planting to establish street character. The groundcover will be simple and maintainable evergreen plantings. Turf will not be permitted in street setback areas. Irrigation systems will use “smart” controller systems to adjust the amount and frequency of water based on weather and soil conditions.

Arterial streets will have the simplest streetscape landscape character to reflect the faster travel speed. Arterial street trees may include Canary Island Pine to create a ‘skyline’ character. Ground plantings are proposed as a simple massing of low growing evergreen material to achieve full cover.

Neighborhood streets will incorporate extensive canopy, leafy trees for maximum shading and cooling effect. Neighborhood street tree plantings will be comprised of a mix of coniferous and broad leaf evergreen to offer screening of the medium height buildings, together with broad canopy trees to provide ample shade coverage within the neighborhood areas. Neighborhood streets’ ground plane will be interesting and varied to be appreciated by pedestrians. Streetscape landscape will be functional with low-to-moderate water use by Maximum Applied Water Allowance (MAWA) standards.



DESIGN GUIDELINES

6.3.3 Lighting

Streets, parks, plazas, open space trails, gathering places, focal points, and amenities will be lighted with efficient LED products. Fixtures and light levels will respect sustainable practices. All street and area lighting will create a unique and unified ambiance, with fixtures selected based on their function, durability, availability, and ability to contribute to the Aquabella character.

Lighting can create a unique aesthetic and enhance the design of a building, particularly within the Aquabella Town Center. It also provides necessary illumination for business operations and safety for pedestrian users.

Within the Town Center and other areas, building and open space design will include a diversity in lighting, including uplighting of paths, trails, walkways, as well as lighting that activates gathering places and focal points within the community.

Lighting will be directed away from surrounding development and shielded where needed to minimize spillover on adjacent properties and promote dark sky principles. Illumination of building cornices and corner features can also support the intent of creating visual prominence for significant building features.



DESIGN GUIDELINES

6.3.4 Landscape Materials

Establishment of an urban “forest” will be a defining feature of the Aquabella community, providing shade, improving community comfort, reducing heat island effects, and encouraging healthy living. Trees shall include a variety of native and native-like materials which are known to thrive in the region. Many of the trees will be coniferous evergreen to soften the profile of the medium-height buildings.

Use of sandstone boulders to create “rock outcroppings” that provide a natural-feeling and informal seating is encouraged throughout the site. Decorative garden character is encouraged in courtyards.



6.3.5 Landscape Plant Palette

Botanical Name	Common Name
Trees	
<i>Agonis flexuosa</i>	Peppermint Tree
<i>Arbutus unedo</i>	Strawberry Tree
<i>Betula pendula</i>	European White Birch
<i>Brachychiton populneus</i>	Bottle Tree
<i>Callistemon viminalis</i>	Weeping Bottlebrush
<i>Cassia leptophylla</i>	Gold Medallion Tree
<i>Calodendron capense</i>	Cape Chestnut
<i>Ceratonia siliqua</i>	Carob Tree
<i>Chamaerops humilis</i>	Mediterranean Fan Palm
<i>Cinnamomum camphora</i>	Camphor Tree
<i>Citrus spp*</i>	Citrus
<i>Cordyline australis</i>	Giant Dracaena
<i>Cupaniopsis anacardioides</i>	Carrot Wood
<i>Dracaena draco</i>	Dragon Tree
<i>Eucalyptus citriodora</i>	Lemon-Scented Gum
<i>Eucalyptus sideroxylon</i>	Red Ironbark
<i>Ficus microcarpa 'Green Gem' *</i>	Indian Laurel Fig*
<i>Feijoa sellowiana</i>	Pineapple Guava
<i>Fraxinus americana</i>	White Ash
<i>Geijera parviflora</i>	Australian Willow
<i>Gleditsia triacanthos</i>	Honey Locust
<i>Jacaranda mimosifolia</i>	Jacaranda

DESIGN GUIDELINES

Botanical Name	Common Name
<i>Koelreuteria paniculata</i>	Goldenrain Tree
<i>Lagerstroemia indica</i>	Crape Myrtle
<i>Laurus nobilis</i>	Sweet Bay
<i>Liriodendron tulipifera</i>	Tulip Tree
<i>Liquidambar styraciflua</i>	American Sweet Gum
<i>Lophostemon confertus</i>	Brisbane Box
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Maytenus boaria</i>	Mayten
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark
<i>Metrosideros excelsus</i>	New Zealand Christmas Tree
<i>Melaleuca quinquenervia</i>	Cajeput Tree
<i>Olea europaea</i> *	Olive*
<i>Olea europea</i> 'Swan Hill'	Swan Hill Olive
<i>Phoenix dactylifera</i>	Date Palm
<i>Pinus canariensis</i>	Canary Island Pine
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Pinus eldarica</i>	Afghan Pine
<i>Pinus elliotti</i>	Slash Pine
<i>Pinus halepensis</i>	Aleppo Pine
<i>Pinus pinea</i>	Italian Stone Pine
<i>Platanus acerifolia</i>	London Plane Tree
<i>Platanus racemosa</i>	Western Sycamore
<i>Podocarpus gracilior</i>	Fern Pine
<i>Pyrus kawakamii</i>	Evergreen Pear
<i>Quercus ilex</i>	Holly Oak
<i>Quercus virginiana</i>	Southern Live Oak
<i>Rhamnus alaternus</i>	Italian Buckthorn
<i>Raphiolepis indica</i> 'Majestic Beauty'	Indian Hawthorn
<i>Rhus lancea</i>	African Sumac
<i>Schinus molle</i>	California Pepper
<i>Schinus terebinthifolius</i>	Brazilian Pepper Tree
<i>Sequoia sempervirens</i>	Coast Redwood
<i>Thevetia peruviana</i>	Yellow Oleander
<i>Tipuana tipu</i>	Tipu Tree
<i>Ulmus americana</i>	American Elm
<i>Washingtonia robusta</i>	Mexican Fan Palm
Shrubs	
<i>Agapanthus africanus</i>	Lily of the Nile
<i>Aloe arborescens</i>	Tree Aloe
<i>Asparagus densiflorus</i> 'Sprengerii'	Sprenger Asparagus
<i>Buddleja marrubiifolia</i>	Woolly Butterfly Bush
<i>Buxus japonica</i>	Japanese Boxwood
<i>Callistemon viminalis</i>	Little John

DESIGN GUIDELINES

Botanical Name	Common Name
<i>Camellia japonica</i>	Camellia
<i>Ceanothus griseus horizontalis</i>	Wild Lilac
<i>Cistus</i> ssp	Rockrose
<i>Cotoneaster congestus</i>	Pyrenees Cotoneaster
<i>Dietes hybrid</i>	Fortnight Lily
<i>Diplacus longiflorus</i>	Bush Monkey Flower
<i>Dodonaea viscosa</i>	Hopseed Bush
<i>Echium fastuosum</i>	Pride of Madeira
<i>Elaeagnus pungens</i>	Silverberry
<i>Gaillardia grandiflora</i>	Blanket Flower
<i>Grevillea 'Noellii'</i>	N.C.N.
<i>Hemerocallis</i> ssp	Daylily
<i>Hibiscus chinensis</i>	Hibiscus
<i>Juniperus chinensis 'Spartan'</i>	Spartan Juniper
<i>Kniphofia uvaria</i>	Red Hot Poker
<i>Lantana montevidensis</i>	Lantana
<i>Lavandula angustifolia</i>	English Lavender
<i>Leucophyllum frutescens</i>	Green Cloud
<i>Ligustrum japonicum 'Texanum'</i>	Wax-Leaf Privet
<i>Limonium perezii</i>	Sea Lavender
<i>Liriope muscari</i>	Big Blue Lily Turf
<i>Loropetalum chinense</i>	N.C.N.
<i>Macfadyena unguis-cati</i>	Cat's Claw
<i>Mahonia nevinii</i>	Nevin Mahonia
<i>Myoporum 'Pacificum'</i>	N.C.N.
<i>Phormium tenax</i>	New Zealand Flax
<i>Photinia fraseri</i>	N.C.N.
<i>Pittosporum tobira</i>	Pittosporum
<i>Pittosporum tobira 'Wheeler's Dwarf'</i>	Wheeler's Dwarf Pittosporum
<i>Prunus caroliniana</i>	Carolina Laurel Cherry
<i>Rhamnus californica</i>	California Coffeeberry
<i>Rhaphiolepis indica</i>	Indian Hawthorn
<i>Rhaphiolepis umbellate</i>	Yeddo Hawthorn
<i>Rosa</i> ssp	Rose
<i>Rosmarinus officinalis</i>	Rosemary
<i>Ruellia</i> ssp	Ruellia
<i>Salvia leucantha</i>	Mexican Bush Sage
<i>Salvia leucophylla</i>	Purple Sage
<i>Strelitzia nicolai</i>	Giant Bird of Paradise
<i>Strelitzia reginae</i>	Bird of Paradise
<i>Teucrium chamaedrys</i>	N.C.N.
<i>Tulbaghia violacea</i>	Society Garlic
<i>Vitex agnus-castus</i>	Chaste Tree

DESIGN GUIDELINES

Botanical Name	Common Name
<i>Westringia fruticosa</i> 'Wynyabbie'	Coast Rosemary
<i>Xylosma congestum</i>	Shiny Xylosma
Groundcover and Vines	
<i>Acacia redolens</i>	N.C.N.
<i>Baccharis pilularis</i>	Prostrate Coyote Bush
<i>Bougainvillea</i> ssp	Bougainvillea
<i>Calliandra haematocephala</i>	Pink Powder Puff
<i>Cistus crispus</i>	Rockrose
<i>Clytostoma callistegioides</i>	Violet Trumpet Vine
<i>Coprosma</i> x <i>kirkii</i>	N.C.N.
<i>Cotoneaster dammeri</i>	N.C.N.
<i>Distictis buccinatoria</i>	Blood-red Trumpet Vine
<i>Echeveria imbricate</i>	Hen and Chicks
<i>Festuca glauca</i>	Common Blue Fescue
<i>Gaillardia grandiflora</i>	Blanket Flower
<i>Gelsemium sempervirens</i>	Carolina Jessamine
<i>Lantana montevidensis</i>	Lantana
<i>Lonicera japonica</i> 'Halliana'	Hall's Honeysuckle
<i>Macfadyena unguis-cati</i>	Cat's Claw
Medallion plus Fescue Blend	Turf
<i>Myoporum</i> 'Pacificum'	N.C.N.
<i>Myoporum parvifolium</i>	N.C.N.
<i>Pandorea jasminoides</i>	Bower Vine
<i>Pelargonium peltatum</i>	Ivy Geranium
<i>Potentilla neumanniana</i>	Cinquefoil
<i>Pyracantha fortuneana</i>	Pyracantha
<i>Rosa banksiae</i>	Lady Banks' Rose
<i>Senecio mandraliscae</i>	Groundsel
<i>Tecoma stans</i> 'Angustata'	Hardy Yellow Trumpet Flowers
<i>Trachelospermum jasminoides</i>	Star Jasmine
Perennials and Annuals	
Annual Color	T.B.D.
<i>Anigozanthos</i> ssp	Kangaroo Paw
<i>Heuchera</i> ssp	Coral Bells
<i>Muhlenbergia</i> ssp	Muhlenbergia
<i>Pennisetum</i> ssp	Fountain Grass
<i>Sisyrinchium bellum</i>	Blue-eyed Grass
<i>Stachys byzantina</i>	Lamb's Ear
* Not to be used in Public Street Parkways, Medians and Sidewalks	

DESIGN GUIDELINES

6.4 Architectural Design Guidelines

6.4.1 Aquabella Architectural Character

1. Theme and Character

Aquabella will create a dynamic Town Center focused on a vibrant recreational lake surrounded by Residential Villages, schools, parks, and open space with a diverse range of architecture. The Town Center will evoke the excitement, quality, and character of an urban social gathering place. Buildings within and directly adjacent to the Town Center will incorporate architectural styles that should aesthetically integrate with each other in a cohesive fashion.

Appropriate architectural styles for Aquabella include Traditional/Americana and Contemporary. Adjacent to the two medical centers, residential buildings may take additional inspiration from contemporary architecture as a style that is capable of incorporating traditional elements that can serve as a bridge between traditional and contemporary architecture.

As described in the following sections below, buildings should follow sound design principles by incorporating massing and proportion, structure, simple roof forms, fenestration, balconies, accent elements, materials, and colors into a unified architectural expression. Buildings in Aquabella should convey a timeless architecture, quality, and character to create a vibrant downtown destination for all of Moreno Valley.



DESIGN GUIDELINES

2. Traditional Style Architecture

Traditional style architecture is warm and inviting, using a unique mix of historic architecture characteristics to achieve a serene, classical beauty. Rooflines are simple and unobtrusive. Gables and covered stoops or porches may be incorporated. Details such as simple columns, trim details around windows and doors, and accent features may be provided.

For the purposes of these Architectural Guidelines, traditional architecture may draw on historical influences, which may include City Beautiful Movement, and Mediterranean and Early California design characteristics such as tile roofs, arches, towers, and courtyards. The Town Center can pull from a broader mix of historic architecture.

Building design and execution should be sensitive to current construction practices and should not attempt to literally replicate historic styles. Traditional architecture should exhibit clearly defined fenestration patterns, wall mass, and appropriately scaled details. A range of materials may be used including plaster, masonry, and wood. The use of metal should be reserved for trim and ornamentation.



DESIGN GUIDELINES

3. Contemporary Architecture

Contemporary architecture may be characterized by simple form where the design is expressed by the materials and structure of the building, rather than historically based massing, proportion, and ornamentation. The spirit of contemporary design embraces individuality and identity through current and innovative building techniques, strong connections with the regional climate, simplistic forms with meaningful building gestures, and a fresh approach to the use of traditional building materials. Distinct fenestration patterning typifies contemporary architecture. Cantilevered, recessed, projecting, and/or screening elements create visual interest to simple building forms and massing. Metal, glass, wood, and plaster materials may be used for exterior treatments. Masonry elements should be applied in geometric patterns.

While contemporary styles often break from traditional form and composition and include bold juxtapositions of massing and material, the incorporation of such architecture within Aquabella should execute design restraint and maintain a degree of regimentation and discipline to offer a more timeless expression. Forms and elements that are arbitrary and unrelated to the balance of the building's architectural composition are strongly discouraged.



DESIGN GUIDELINES

4. Sustainable Design

All buildings within Aquabella are encouraged to embrace current best practices in sustainable design to promote healthy, highly efficient buildings. Building designs will comply with California Green Building (CALGreen) standards in place at time of issuance of the building permit and applicant is encouraged to consider:

- Energy-Efficiency and Conservation,
- Comfort, Quality, and Daylighting,
- Recycled and Locally Sourced Materials,
- Water Efficiency and Stormwater Management,
- Recycling and Waste Management,
- Green Roofs and Heat Island Effect,
- Alternative and Green Modes of Transportation, and
- Life Cycle Costs.

There is a human factor to sustainability. For community and special feature buildings LEED sustainability standards and certification are also encouraged. Buildings, and their associated spaces, should utilize informational signage or information technology to support, educate, and encourage habits that promote convenient, long-term sustainable lifestyle choices.

DESIGN GUIDELINES

6.4.2 Residential Village Design

1. Form and Massing

Massing should offer simple contrasts between adjoining components. All four sides of each building should be designed with elevations that are well integrated with the overall building composition.

Architectural interest should be incorporated into the façades of buildings in Aquabella. This may be achieved through articulated base treatments, which respond to the pedestrian scale; horizontal or vertical variation in fenestration treatments; horizontal or vertical layering of façade planes, forms, and materials; or by incorporating elements such as canopies, columns, recesses, projecting elements, upper-level step backs to create depth and interest to different parts of the façade.



Buildings should generally exhibit architectural detailing that establish a vertical separation between lower and upper stories. This may be accomplished by a change in material, style or color, recessed base, enhanced floor-to-floor dimensions, horizontal banding (cornices or belt molding), or other methods. Upper floor building treatments are permitted to express themselves to grade, so long as when this occurs facing streets, parks, or other open space amenities. The ground floor use is articulated as follows:

- Increased glazing, awnings, or similar features for retail, amenity, lobby, or other common building areas; or
- Articulated individual entries for residential, such as stoops, patios, or porches.

DESIGN GUIDELINES

2. Corner Conditions

To create a successful urban design framework within Aquabella, corners of buildings should consist of deliberate forms and exterior elevation articulation. The front and side elevations of buildings on corner lots should be designed to “turn the corner.” The design of street corners of buildings on prominent parcels, such as at gateway entries or terminus vistas, should incorporate such elements as unique towers, bays, wrapped balconies, and ground floor treatments that are distinguishable from secondary building corners.

Residential buildings in corner conditions should include windows and allow for architectural features that orient to both adjacencies. Building entries may be integrated into first floor corners and are encouraged at street intersections and roundabout locations. The locating of stair towers, utility chases, and other non-occupied areas at building corners is discouraged.



DESIGN GUIDELINES

3. Roofs

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete. Flat roofs and pitched roofs are permitted in Aquabella.

Flat roofs should promote visual interest. Cornices, shade devices and other such horizontal projections may be utilized to create additional visual definition to the profile of flat roofs.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Where a combination of flat and pitched roof forms are incorporated into individual buildings, transitions between the roof forms should be associated with horizontal breaks in building massing.

Roof treatments should generally screen utility and communication devices when viewed from a public area. Screening shall be consistent with the overall architectural design.



DESIGN GUIDELINES

4. Fenestration (Traditional)

Fenestration between floors should be vertically aligned whenever possible. If opening widths are not vertically consistent between floors, the wider of the openings should be incorporated into the lower levels.

Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Window surrounds may be utilized to create the appearance of a recessed condition. Windows and doors with articulated frames are encouraged. Examples of articulated frames include enhanced trims, awnings, and cornice detailing. Window headers and sills should be of the same color. Clear glazing is preferred and should be specified to reduce glare and reflectivity. Operable windows are encouraged.



5. Fenestration (Contemporary)

Fenestration should be designed to create visual interest and distinctive buildings through variation in opening size, varied and/or orderly groupings of windows, and/or the use of recessed windows.

Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and to introduce shade and shadow. Larger window frames containing a number of separate glass panes should be organized to create interesting patterning or visual interest. Windows that are flush with the exterior wall surfaces should be consistent with a building's overall architecture. Such windows are to incorporate reveals or other such detailing to demonstrate quality design. Shade devices, such as fins, louvers, and window hoods, are permitted for aesthetic and/or functional expressions of architecture. Clear glazing is preferred and should be specified to reduce glare and reflectivity. Operable windows are encouraged.



DESIGN GUIDELINES

6. Balconies, Porches, and Patios

Balconies, porches, and patios should be integrated into the architecture of the building. Balconies may be designed to collectively create features within the overall composition and be complementary to the massing, architecture, and material palette of the building. Private amenity spaces and balconies may be recessed, projecting, and/or Juliet in style to enhance fenestration patterns and provide additional texture and detail to the facade. Balconies may be utilized to wrap corner conditions or emphasize a building feature to create visual interest within the building's architecture.



Porches and patios should also complement the massing, architecture and material palette of the building and be considered on non-arterial streets to enhance the pedestrian streetscape experience.



7. Horizontal Design Treatments (Traditional Only)

Cornice lines, friezes or other kinds of horizontal design treatments should wrap the corners of the building and terminate only at a perpendicular surface. To provide contrast to the balance of the façade, horizontal design elements should incorporate thickness and depth or include substantial reveals.



DESIGN GUIDELINES

8. Building Materials

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. High density foam finishes with plaster or stone are an acceptable material for molding. Stripes and patterns are not appropriate. Use of highly reflective building materials, such as polished metals and reflective glass, is not allowed as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and “green roof” systems are acceptable materials for roofs.

Material changes should occur at plane breaks, preferably at inside corners or at step-backs and should be visually integral to the structure of the building. The change of materials within a continuous horizontal plane is discouraged.

9. Colors

The palette of building colors should generally be warm and rich in tone but appropriate to the style of the buildings. Accent colors should be used to express entries, bases or special areas and should not be highly contrasting, arbitrary, or graphic.

Changes in color should be applied to clearly define horizontal or vertical building planes and should not be applied at outside corners. The change of color within a vertical façade should occur in conjunction with cornices, other horizontal elements, or changes in plane such as a recess, step back or projecting building element. Changing of color in an uninterrupted horizontal or vertical plane is discouraged.

Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture.



DESIGN GUIDELINES

6.4.3 Town Center

1. Form and Massing

Town Center buildings, including retail, food and beverage, office, commercial, and mixed-use structures, are to be designed to convey an activated urban atmosphere. The mass of larger buildings should be broken up into a pedestrian-scale street scene by using inviting, smaller features together with large, iconic features that will serve as community focal points. Pedestrian-scale features include increased glazing in the form of storefronts; verticality created through increased floor-to-floor heights; clearly defined tenant and building entrances; articulated retail bays; and changes in façade planes, materials, textures, colors, and general building forms to express individual spaces. Iconic features may be created as an entire building, a single building component such as a tower or domed roof, or a composition of components that create enhanced ornamentation within a building. In a mixed-use building, the ground floor retail should be clearly defined and designed in conjunction with the building composition.



DESIGN GUIDELINES

2. Town Center Building Features

Town Center buildings should have storefronts organized in bays that are articulated with features such as piers, cornices, awnings, display windows, transom, bulkhead, entryways, signage, and lighting that collectively create a well-composed architectural expression. A combination of these components creates character, originality, a sense of history and permanence, and architectural moments that give identity to the Town Center or a retail node within Aquabella.



3. Building Entries

Town Center building entrances should include enhanced building features, such as multiple exterior materials, awnings or canopies, decorative lighting, columns or pilasters, and increased amount of glass such as side or transom windows. Public entrances should be developed on all buildings to face streets, paseos, courtyards, plazas, and other public spaces. Buildings located on a street corner should either provide a corner entrance or two individual entrances facing each street.



DESIGN GUIDELINES

4. Roofs

Town Center freestanding and single-story buildings should be designed with varying rooflines, utilizing variations in height, stepped parapets, hip and/or vaulted roofs, domes, towers, and/or other distinct roof forms. Mechanical and utility equipment on building roofs are to be located or screened so as not to be visible from public and private streets, pedestrian ways, or public open spaces. Screens should be aesthetically incorporated in the design of the building and may include such treatments as balustrades and parapet walls. If visible from public view, screening materials should be compatible with those of the building.



5. Fenestrations

Town Center façades facing a street, park, lake, or similar open space amenity should include large storefront windows with transparent, non-reflective glass to create a strong visual relationship with the pedestrian experience. While storefront windows may extend to the ground, they should feature a solid base finished with high-quality materials. Opaque, heavily tinted, or reflective glass should not be used on the first floor of a building along these types of frontages unless necessary to support use. When glass is tinted, it should allow for light to pass through the windows in the building.

Outdoor seating and dining areas are encouraged on sidewalks adjacent to retail uses that have a food-and-beverage component. Where appropriate, such retail uses are to include operable storefront entrances to encourage stronger indoor/outdoor relationships with the public realm (streets, parks, plazas, lakes, paseos, etc.).



DESIGN GUIDELINES

6. Exterior Materials

Town Center colors, materials, and finishes should be coordinated on all exterior retail elevations, whether freestanding or in a mixed-use condition, to achieve continuity of design. Stone, exterior cement plaster, brick, concrete, wood, and glass are acceptable materials for building walls and structural elements. Metal, wood, and canvas are acceptable materials for awnings. High density foam finished with plaster or stone is an acceptable material for molding. Stripes and patterns are not appropriate, although retail storefronts may reflect the design theme of the merchant. Use of highly reflective building materials, such as polished metal or reflective glass, are discouraged as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and “green roof” systems are acceptable roof materials.

Material changes should occur at plane breaks, preferably at inside corners or at step-backs, and should be visually integral to the structure of the building. Changes in material may also be used to separate individual components of a building such as cornice, decorative trim, bulkhead, transom, columns, pilasters, piers, and awnings. The change of materials within a continuous horizontal plane is discouraged.



7. Colors

The Town Center palette of building colors should generally be warm and rich in tone, but appropriate to the style of the buildings. Accent colors should be used purposefully to identify entries, retail storefronts, bases or special areas and should not be highly contrasting, arbitrary, or graphic.

Changes in color should be applied to clearly define horizontal or vertical building planes and not be applied at outside corners. Within a mixed-use building, changes in color should occur in conjunction with cornices, other horizontal elements, or changes in plane that help distinguish the retail base. The changing of color in an uninterrupted horizontal or vertical plan is discouraged.

For freestanding or single-story buildings, roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building’s architecture.

DESIGN GUIDELINES

6.4.4 Civic, Community, and Education Design

1. Massing and Building Form Articulation

The massing and form of a civic, community, and educational facilities should be designed to provide a sense of permanence and that contribute to the identity of Aquabella and Moreno Valley as a whole. These types of buildings should complement the architectural character of adjacent development, whether in the Town Center or its surrounding Residential Villages. Each building or complex should be distinguishable from its surrounding context with hierarchical elements that utilize fenestration, roof forms, enhanced materials, and scale to articulate building façades. Hierarchical elements include building features such as towers, grand building entrance, awnings, gates, portals, and arcades. Massing and building form should be scaled appropriate to the functions of spaces within buildings and/or their prominence in the overall building composition, such as atriums, gymnasiums, and assembly spaces.

Buildings should generally exhibit architectural detailing that establishes a vertical separation between lower and upper stories. This may be accomplished by a change in material, style or color, recessed base, enhanced floor-to-floor dimensions, horizontal banding (cornices or belt molding), or other methods such that the base of buildings are articulated to a pedestrian scale.



DESIGN GUIDELINES

2. Building Entries

Civic, community, and educational buildings should include public entrances on primary frontages, such as a street or public open space. Entrances are optional along arterial street frontages to prioritize internal streets to promote better connectivity within associated parking areas and the broader Aquabella development. At minimum, entrances should be distinguished from other parts of the building using differing exterior materials, awnings, decorative lighting, and an increased amount of glass. Recessed building planes, projecting elements, and embellished framing provide visual cues to entrances to building lobbies. Any associated pedestrian signage should be located and be clearly visible at entries.

Where buildings orient around an internal or private courtyard or plaza, through-lobbies are encouraged to create secondary entrances and facilitate better connectivity between private open space and the public realm (streets or public spaces), as appropriate to the functionality or security needs of the building or its' associated complex.



DESIGN GUIDELINES

3. Roofs

Roof forms should be integrated into the overall massing composition of each major building component and be complete or appear complete. Flat roofs and pitched roofs are permitted in Aquabella.

Flat roofs should promote visual interest. Cornices, shade devices and other such horizontal projections may be utilized to create additional visual definition to the profile of flat roofs.

Where roofs are sloped, they should generally maintain a relatively shallow pitch (5:12 pitch or less). Where a combination of flat and pitched roof forms is incorporated into individual buildings, transitions between the roof forms should be associated with horizontal breaks in massing.

Roof treatments should generally screen utility and communication devices when viewed from the public realm. Screening shall be consistent with the overall architectural design.



DESIGN GUIDELINES

4. Fenestrations (Traditional)

Fenestrations between floors should be vertically aligned whenever possible. If opening widths are not vertically consistent between floors, the wider of the openings should be incorporated into the lower levels.

Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Window surrounds may be utilized to create the appearance of a recessed condition. Windows and doors with articulated frames are encouraged. Examples of articulated frames include enhanced trims, awnings, balconies, and cornice detailing. Window headers and sills should be of the same color. Clear glazing is preferred and should be specified to reduce glare and reflectivity. Operable windows are encouraged, as appropriate to the functionality or security needs of the building.



DESIGN GUIDELINES

5. Fenestrations (Contemporary)

Fenestrations should be designed to create visual interest and distinctive buildings through variation in opening size, varied and/or orderly groupings of windows, and/or the use of recessed windows. Fenestration should be sized and scaled appropriately to the function of a space within the overall building. For example, enhanced glazing might be applied at entries or an atrium, where enhanced glazing would not be appropriate for a gymnasium or auditorium where glare would become an issue.

Windows should generally be recessed from the exterior wall surface to depict the substance of the exterior wall mass and introduce shade and shadow. Larger window frames containing a number of separate glass panes should be organized to create interesting patterning or visual interest. Windows that are flush with the exterior wall surfaces should be consistent with a building's overall architectural vocabulary. Such windows must incorporate reveals or other such detailing to demonstrate quality design. Shade devices such as fins and louvers are permitted for aesthetic and/or functional expressions of architecture. Clear glazing is preferred and should be specified to reduce glare and reflectivity. Operable windows are encouraged, as appropriate to the functionality or security needs of the building.



DESIGN GUIDELINES

6. Horizontal Design Treatments (Traditional)

Cornice lines, belt moldings, friezes or other kinds of horizontal design treatments should wrap the corners of the building and terminate only at a perpendicular surface. To provide contrast to the balance of the façade, horizontal design elements should incorporate thickness and depth or include substantial reveals.



7. Building Materials

Colors, materials, and finishes should be coordinated on all exterior elevations to achieve continuity of design. Stone, metal, exterior plaster, exterior insulated finishing systems (EIFS), concrete, wood, metal, and glass are acceptable materials for building walls. Metal, wood, and glass are acceptable materials for railings. High density foam finished with plaster or stone is an acceptable material for molding. Stripes and patterns are not appropriate. Use of highly reflective building materials, such as polished metals and reflective glass, is not allowed as a primary building material, but may be considered in limited applications as accent elements. Tile, metal, and "green roof" systems are acceptable materials for roofs.

Material changes should occur at plane breaks, preferably at inside corners or at step-backs and should be visually integral to the structure of the building. The change of materials within a continuous horizontal plane is discouraged.



DESIGN GUIDELINES

8. Colors

The palette of building colors should generally be warm and rich in tone but be appropriate to the style of the buildings. Accent colors should be used purposefully to express entries, bases or special areas and should not be highly contrasting, arbitrary, or graphic.

Changes in color should be applied to clearly define horizontal or vertical building planes and should not be applied at outside corners. The change of color within a vertical façade should occur in conjunction with cornices, other horizontal elements, or changes in plane such as a recess, step back or projecting building element. The changing of color in an uninterrupted horizontal or vertical plan is discouraged.

Roof flashing, rain gutters, drains, vents, and scuppers should harmonize in color with the building's architecture.



7.0 ADMINISTRATION AND IMPLEMENTATION

7.1 Introduction

The principal purpose of this section is to describe the implementation procedures of this Specific Plan Amendment, including the process and procedures for subsequent implementation of the Project approvals. In addition, this section addresses Specific Plan administration and establishes mechanisms that allow flexibility in the development of the Project to respond to market conditions over the anticipated buildout of the Project while ensuring consistency with the purpose and intent of the Specific Plan. The section also addresses the various financing and maintenance options for implementing the Specific Plan's capital improvements.

7.2 Administration

In the event of a conflict between the provisions of this Specific Plan Amendment and the regulations found in Title 9, Planning and Zoning (Zoning Ordinance), of the Moreno Valley Municipal Code, the provisions of this Specific Plan Amendment shall prevail. The Moreno Valley Municipal Code shall supplant any standard or regulation not explicitly covered by this Specific Plan Amendment.

In cases where this Specific Plan Amendment is silent, or in instances of uncertainty or ambiguity as to the meaning or intent of any provision of this Specific Plan Amendment, the Community Development Director, and no other person or body, shall make the interpretation based on the intent of this Specific Plan Amendment, and consistent with its stated objectives. The interpretations made by the Community Development Director will be made in writing, issued within fourteen (14) days of the initial request, and may be appealed to the Planning Commission in accordance with the appeal procedures in the Moreno Valley Municipal Code.

The Community Development Director is authorized to provide administrative determinations and interpretations regarding land uses, development standards, and design guidelines in the Specific Plan. For any other topical issue not addressed or otherwise specified in this Specific Plan Amendment, the Community Development Director shall make an interpretation based solely on the intent and objectives set forth in this Specific Plan Amendment. The most appropriate or closely matching code section and land use type or procedure may be used for the interpretation provided it is based on one or more objective standards. As used in this Specific Plan Amendment, an "objective standard" or standards involve no personal or subjective judgment by the Community Development Director and is/are uniformly verifiable by reference to an external and uniform benchmark or criterion/criteria available and knowable by both the project applicant and the Community Development Director.

ADMINISTRATION AND IMPLEMENTATION

7.3 Implementation

7.3.1 Introduction

Implementation of all development within this Specific Plan Amendment shall be subject to the ministerial review and approval of a Plot Plan as set forth in the procedures provided in this sub-section.

All other permits, subdivision maps, or other matters pursuant to this Specific Plan Amendment, the Moreno Valley Municipal Code, Title 9, Planning and Zoning (Zoning Ordinance), or the Moreno Valley Municipal Code, Title 9.14, Land Divisions (Subdivision Ordinance), will be acted upon in accordance with the processes established in this Specific Plan Amendment, as well as the applicable sections of the Zoning Ordinance or Subdivision Ordinance that do not conflict with this Specific Plan Amendment. The type of application requested determines the process that shall be followed for each application. This sub-section describes the exclusive processes for various types of subsequent development approvals, beginning with the Plot Plan.

7.3.2 Matters Covered by Ministerial Review and Approval

Aquabella has been through initial, supplemental, and subsequent environmental review and analysis; and for that reason, this Specific Plan Amendment describes several matters subject to exclusive ministerial review and approval by appropriate City staff. “Ministerial” shall mean an official administrative decision that involves no personal or subjective judgment in deciding whether and how the matter should be carried out. Instead, the decision involves the use of only fixed measures or objective standards (previously defined). In summary, the matters covered by the Specific Plan Amendment’s ministerial review and approval encompass the following:

- Plot Plans (7.3.1.1)
- Interpretations (7.3.1.2)
- Equivalent Standards (7.3.1.3)
- Specific Plan Text, Figure, Table, or Exhibit Changes (7.3.1.4)
- Minor Deviations from Development Standards (7.3.1.5)
- Similar Land Uses/Modifications (7.3.1.6)
- Adjustments, Transfers, and Conversions (7.3.1.7)
- Substantial Conformance Determinations (7.3.2.8)

ADMINISTRATION AND IMPLEMENTATION

1. Plot Plans

General Any applicant for an Aquabella plot plan (or plans), which is undertaken to implement and is consistent with this approved Aquabella Specific Plan Amendment for which an environmental impact report has been certified after January 1, 2024, may elect that the plot plan or plans be reviewed for conformity with the Specific Plan Amendment and subject only to the ministerial review and approval process identified herein, provided that:

- a. The applicant completes one or more Specific Plan plot plan applications on the form prescribed by the Community Development Director or designee,
- b. The plot plan or plans implement and are consistent with (a) the Aquabella Specific Plan Amendment's land use and other plans, standards, and guidelines; (b) the Aquabella Specific Plan Amendment's adopted mitigation measures; and (c) the City's adopted conditions of approval (see Appendix 8.3, Aquabella Conditions of Approval),
- c. The plot plan application is reviewed through the ministerial review process and checklist specified in subsections 2 and 3, below,
- d. The plot plan or plans implement a plan(s) consistent with the Aquabella Specific Plan Amendment and previously determined by the City to be compatible with existing and planned land uses in the vicinity, and
- e. The plot plan or plans do not result in a specific, adverse impact upon the public health and safety, and there is no feasible method to satisfactorily minimize or avoid the specific adverse impact.

As used in this paragraph (and elsewhere in this Amendment), a "specific adverse impact" shall mean a significant, quantifiable, direct, and unavoidable impact, based only on fixed measures or objective standards (previously defined) related to written, adopted public health or safety standards, policies, or conditions as they existed on the date the plot plan application was deemed complete.

As used in this paragraph (and elsewhere in this Amendment), "feasible" shall mean capable of being accomplished in a successful manner within a reasonable time period, considering economic, environmental, legal, social, planning, logistics, and technological factors.

Review and Process. The Specific Plan Amendment plot plan(s) application shall be reviewed by the City's Community Development Director or designee, and no other body, for the sole purpose of deciding whether said application implements and is consistent with the requirements specified in subsection 7.3.2.1(a)-(e), above.

Scope of Review. The Community Development Director or designee, and no other body, is charged with the review of any Aquabella Specific Plan Amendment plot plan application. The scope of review is limited to: (a) reviewing and verifying conformance with the Aquabella Specific Plan Amendment's land use and other plans, standards, and guidelines; (b) the Aquabella Specific Plan Amendment's adopted mitigation measures; and (c) the City's adopted conditions

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of approval. See subsection 7.3.2.1(b)., above. The Community Development Director's review shall also include completion of a checklist (Checklist, Section 7.4, below).

The Checklist shall address consistency with the Aquabella Specific Plan Amendment's land use and other plans, standards, and guidelines; the Aquabella Specific Plan Amendment's adopted mitigation measures; and the City's adopted conditions of approval and be on a form prescribed by the Community Development Director or designee. The Community Development Director's review shall not involve the exercise of judgment or deliberation, but rather is a ministerial conformity determination involving only the use of the fixed standards or objective measures set forth in subsection 7.3.2.1(b)., above. The Community Development Director shall approve or deny the Specific Plan Amendment's plot plan application or applications.

Notice. For Aquabella Specific Plan Amendment plot plan applications, no public hearing is required because the Specific Plan Amendment and its EIR, along with the general plan and zoning designations, already have been subject to public review and City approval. However, a Specific Plan Amendment plot plan application shall require that notice of the Community Development Director's written decision be given to the project applicant or its designee fourteen (14) days prior to the effective date of the decision.

Appeals. Appeals of Community Development Director decision shall be made in the same time and manner as set forth in Section 9.02.240, Appeals, of the Moreno Valley Municipal Code. Appeals of any decision under this Section shall be placed on the next available City Council agenda for final determination.

Notice of Exemption. If a Specific Plan Amendment plot plan application is approved by the Community Development Director, the Director shall cause to be filed and posted a Notice of Exemption, identifying the Specific Plan Amendment plot plan application as exempt as a ministerial action under Public Resources Code section 21080, subdivision (b)(1); and 14 Cal. Code Regs. §§ 15268, 15369.

Actions or Proceedings. Any action or proceeding challenging approval of an Aquabella Specific Plan Amendment plot plan pursuant to this section shall be commenced within 35 days of the filing of the Notice of Exemption set forth in this section, above.

2. Interpretations

Every effort has been made to provide policies, standards, and guidelines in this Aquabella Specific Plan Amendment that are clear, objective, and measurable; however, interpretations may be necessary should unanticipated issues arise. The Community Development Director or designee, and no other body, is responsible for interpretation of the Aquabella Specific Plan Amendment, including each of its appendices.

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If an applicant requests a written interpretation of this Aquabella Specific Plan Amendment, the Community Development Director shall consider only the following factors:

- a. That the interpretation is consistent with the intent and objectives of the Aquabella Specific Plan Amendment,
- b. That the interpretation does not materially alter the intent or objectives of the Aquabella Specific Plan Amendment, and
- c. That the interpretation is not inconsistent with the Aquabella Specific Plan Amendment's land uses and other plans, standards, or guidelines.

The Director's interpretation will be made within fourteen (14) days of such a request.

3. Equivalent Standards

If an applicant's project application proposes alternative land uses, plans, development or parking standards, sign program provisions, design guidelines, landscaping treatments, lighting, trails, and/or entry treatments, green development (sustainability) program provisions, methods, materials, or components that are functionally equivalent to those provided in this Aquabella Specific Plan Amendment, such requests shall be ministerially approved by the Community Development Director or designee, and no other body, within fourteen (14) days of the applicant's written request. As used in this paragraph (and elsewhere in this Aquabella Specific Plan Amendment), "functionally equivalent" shall mean when a use, plan, standard, provision, guideline, method, material, or component performs the same or similar function and provides the same or similar utility as required or provided in this Aquabella Specific Plan Amendment. Such decisions will be memorialized in a form acceptable to the Community Development Director or designee.

4. Specific Plan Text, Figure, Table or Exhibit Changes

If a project applicant requests additions, deletions, or changes to the Aquabella Specific Plan Amendment text, figures, tables, or exhibits that otherwise substantially conform with the Specific Plan Amendment, the Community Development Director or designee, and no other body, shall ministerially approve such requests, provided the Director determines that the proposed changes meet the following criteria:

- a. The changes consist of correcting typographical, calculation, or other errors to accurately reflect the facts in the administrative record prepared during approval of the Aquabella Specific Plan Amendment,
- b. The changes consist of modifications to text, figures, tables, or exhibits to reflect approved boundary adjustments, area calculations, technical refinements, and any other adjustments, transfers, or conversions, as provided herein,
- c. The changes consist of other changes to the Aquabella Specific Plan Amendment text, figures, tables, or exhibits that are consistent with an approved Tentative Map, Final

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Map, Conditional Use Permit, or other approval issued pursuant to this Specific Plan Amendment and/or the Municipal Code, or

- d. The changes are other minor changes not otherwise covered by the above provisions.

Such decisions will be memorialized in a form acceptable to the Community Development Director or designee. The Director determination will be made within fourteen (14) days of such a request.

5. Minor Deviations from Development Standards

If a project applicant requests a deviation from the development standards in this Aquabella Specific Plan Amendment, the Community Development Director or designee, and no other body, shall approve such request, provided the Director determines the deviation does not exceed the following:

- a. Building/landscape setback reduction of no more than 10 percent of the minimum required setback area,
- b. Fence or wall height increase of no more than 10 percent of the maximum allowable fence or wall height,
- c. Projections into required setback of no more than 10 percent of the minimum required setback area,
- d. Non-residential and residential building height increase of no more than 10 percent of the maximum allowable building height,
- e. Reduction in off-street parking spaces for non-residential uses of no more than 10 percent of the minimum required parking spaces,
- f. Decrease in the required distance between buildings of no more than 10 percent of the minimum required separation distance, but in no event shall the separation be less than 10 feet unless otherwise permitted under this Specific Plan Amendment,
- g. Deviation in area, height, setbacks, or separation of signs on residential and non-residential property of no more than 10 percent of the maximum allowable area or height or the minimum required setback or separation, and deviations of no more than 10 percent of any other allowable or required specifications applicable to signs,
- h. Deviations from similar development standards that do not exceed 10 percent,
- i. Realignment or modification of internal easement locations, grading adjustments, and/or neighborhood streets.
- j. Deviations as may be required from time-to-time by state law (e.g., under the state density bonus law.)

The Director's determination will be made within fourteen (14) days of such a request.

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6. Similar Land Uses/Modifications

If a project applicant requests approval of a land use that is not listed herein, the applicant may request that the Community Development Director or designee, and no other body, determine whether the proposed use is functionally equivalent or like other uses listed in this Aquabella Specific Plan Amendment. The Director determination shall be made within fourteen (14) days of such a request.

Upon such a determination, the proposed use shall be subject to the permitting requirements, if any, of the functionally equivalent or like use as shown in the Moreno Valley Municipal Code. In addition to the foregoing, the Director shall have the sole and exclusive authority to approve any matters typically delegated to the Director or otherwise considered ministerial pursuant to the Moreno Valley Municipal Code.

7. Adjustments, Transfers, and Conversions

Purpose and Intent. This section sets forth the regulations governing Planning Area boundary and acreage adjustments, transfers of dwelling units and nonresidential building square footage, and floating land uses — all of which are permitted by the Aquabella Specific Plan Amendment. These land use conversion regulations are intended to provide flexibility in implementing the Aquabella Specific Plan Amendment. Flexibility is needed for several reasons.

First, because of the size of the Specific Plan Amendment area, Planning Area boundaries and acreages are necessarily approximate (with refinements occurring with future project plot plan(s) and more detailed mapping and engineering). Additionally, over the anticipated buildout of the Aquabella Specific Plan Amendment, there will be many economic, market, planning, and social changes to which the Aquabella Specific Plan Amendment should properly respond. This could result in the need for changes in the amount and/or types of residential units within the site; somewhat larger or smaller commercial sites; the addition or subtraction of commercial uses in certain areas; and adjustments in floating land use designations (while retaining underlying land uses). Further, any combination of adjustments or floating land uses may be implemented within the Aquabella Specific Plan Amendment boundary.

Planning Area Boundary and Acreage Adjustments. The Aquabella Specific Plan Amendment reflects planning area boundaries and acreages; however, such boundaries and acreages can be adjusted if the project applicant files a revised Figure(s) and/or Table(s) with City staff showing the adjustment(s) in the manner set forth in 7.3.2.4.

Transfers of Residential Dwellings. The transfer of residential dwelling units between Aquabella Specific Plan Planning Areas shall be permitted without any further action, provided that such transfer does not result in exceeding the maximum number of residential dwelling units approved under this Specific Plan Amendment.

Transfers of Non-Residential Building Square Footage. The transfer of non-residential building square footage between Aquabella Specific Plan Planning Areas shall be permitted without any

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further action, provided that such transfer does not result in exceeding the applicable maximum non-residential square footage approved under this Specific Plan Amendment.

Land Use Changes – This provision applies to both commercial and residential land uses described in the Aquabella Specific Plan Amendment. Specifically, and notwithstanding any other provision in this Aquabella Specific Plan Amendment, the Specific Plan Amendment's descriptions of the commercial, retail, and food and beverage uses, acreage, and square footage may be increased (or otherwise changed) without any further action, provided that such increase or change is supported by a traffic technical memorandum confirming that no increased traffic impacts will result therefrom using the trip generation data from the Specific Plan Amendment's certified Subsequent EIR. Such change would be implemented through the reduction of residential uses within the Project site. Similarly, the Aquabella Specific Plan Amendment's description of residential uses may be changed to commercial/retail/food and beverage uses without any further action, provided that said change is supported by a traffic technical memorandum confirming that no increased traffic impacts will result therefrom using the trip generation data from the Specific Plan Amendment's certified subsequent EIR.

Floating Land Uses. Floating land use designations, serve to provide approximate locations for various land uses under this Aquabella Specific Plan Amendment such as the lake, parks, schools, and town center uses. These floating land uses are shown in this Aquabella Specific Plan Amendment, Section 2.0, Project Description and Land Use Plan, at Figure 2-3, 2023 Land Use Plan, and Table 2-1, Land Use Statistical Summary.

Each floating land use may be adjusted in terms of size, quantity, and location without further action, provided the maximum approved area or acreage is not reduced. Underlying land use designations (e.g., high density residential) on the Land Use Plan remain shall remain in effect as the land use floating land uses are adjusted.

8. Substantial Conformance Determinations.

The Community Development Director or designee, and no other body, is solely responsible for determining Substantial Conformance as provided in this subsection. The Director's Substantial Conformance determination will be made within fourteen (14) days of such a request.

The purpose of Substantial Conformance is to determine whether subsequent proposed developments or uses substantially comply with the land uses, plans, standards, and guidelines of the Aquabella Specific Plan Amendment and other applicable City ordinances, which do not conflict with the Aquabella Specific Plan Amendment. The use of Substantial Conformance includes, but is not limited to, the following purposes:

- a. Issues Not Addressed. Determinations regarding issues, conditions, or situations that arise and that are not addressed by this Aquabella Specific Plan Amendment,
- b. Land Uses Not Listed. Determinations as to whether a use not listed in the Aquabella Specific Plan Amendment substantially complies and functionally equivalent with the

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land use designation in which the use is requested and is therefore permitted within that land use designation,

- c. Signage. Approval or modifications of signs and/or sign program provisions within this Aquabella Specific Plan Amendment,
- d. Parking. Approval or modifications of the parking and/or parking program provisions within this Aquabella Specific Plan Amendment,
- e. Plans. Adjustments to plans contained in this Aquabella Specific Plan Amendment, Chapter 4, Infrastructure, such as the conceptual circulation plan and any roadway sections, the backbone water, sewer, drainage, and/or water quality plans, the grading plan, and/or the lakes, open space, and recreation plans, provided the adjustment(s) do not change the Aquabella Specific Plan Amendment requirement of providing adequate infrastructure and facilities concurrent with need,
- f. Amendments to any Tentative Subdivision Maps. Following approval of a tentative subdivision map, the Community Development Director or designee, and no other body, may approve amendments to the map if the Director determines that the amended map is in substantial conformance with the approved map.

Changes that are permitted through an amended map include:

- (i) Changes that can be requested by letter and that would not require any changes to the map,
- (ii) Adjustments, which are not substantial, to mapped features, such as lot lines, street alignments, driveway locations, and building setbacks,
- (iii) Grading changes that will not substantially affect approved drainage patterns or result in pad elevation changes of more than 10 feet (vertical or horizontal), and which, in the opinion of the appropriate City staff (e.g., public works), would not require substantial additional review by the drainage/grading or geology/soils divisions of the City,
- (iv) Addition or consolidation of lots where the change does not substantially alter approved grading plan(s) and/or concurrently increase commercial building square footage; and the addition of residential dwelling units is permitted, provided that no increased traffic impacts arise (when compared to the Aquabella Specific Plan Amendment's certified subsequent EIR) and that the Aquabella Specific Plan Amendment's total, approved maximum residential dwelling units are not exceeded,
- (v) Changes required to be made as a condition of final approval of the map imposed by the appropriate City staff (e.g., public works), and
- (vi) The Director may approve other amendments to tentative subdivision maps, which are in substantial conformance and functionally equivalent with the provisions of this Aquabella Specific Plan Amendment, the City ordinances,

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which do not conflict with the Aquabella Specific Plan Amendment, and the approved tentative subdivision map.

- g. Amendments to any Conditional Use Permits. Following approval of a conditional use permit (or other use permits), the Community Development Director or designee, and no other body, may approve amendments to the permit if the Director determines that the amended permit is in substantial conformance and functionally equivalent with the approved permit.

Changes permitted through an amended Conditional Use Permit include:

- (i) Changes or clarifications to conditions of approval that do not change the intent of the conditions,
- (ii) Deletions of conditions that are no longer valid due to changed circumstances such as changes in ordinances, laws or regulations,
- (iii) Adjustments, which are not substantial, to features shown on the approved permit,
- (iv) Relocation of buildings or adjustments in building square footage, number of buildings, parking requirements, and other features of the original approval where the change will not result in an increase in total square footage or number of dwelling units, and
- (v) Changes required to be made as a condition of approval for related or other permits and/or approvals.

7.3.3 Subdivisions

All proposed subdivisions within this Aquabella Specific Plan Amendment shall be submitted, processed, and approved or denied in accordance with the provisions of the state Subdivision Map Act and the Moreno Valley Municipal Code. Where the provisions of the City's subdivision ordinance conflicts with the provisions of this Aquabella Specific Plan Amendment, the Aquabella Specific Plan Amendment shall apply.

7.3.4 Variances

Except as otherwise provided herein, alternatives to land uses, other uses, development standards, plans, and/or design guidelines contained herein may be approved through the following variance procedures. Variance applications may be processed along with Plot Plan applications, or as separate applications.

Administrative/Ministerial Variances The purpose of an administrative/ministerial variance is to provide an administrative/ministerial procedure for adjustments to the land uses, other uses, development standards, plans, and/or design guidelines in this Aquabella Specific Plan Amendment in order to prevent hardships that might result from a strict or literal interpretation and enforcement of those regulations. The Community Development Director or designee, and

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no other body, may grant or deny administrative/ministerial variances, and a public hearing shall not be required for such variances. The standards and procedures for the submittal, processing, and approval or denial of an administrative/ministerial variance shall be same as those for plot plans, as set forth in subsection 7.3.1.1, above. The Director determination regarding administrative/ministerial variances shall be made within fourteen (14) days of such a request.

Other Variances. All other variance applications shall be processed in accordance with Section 9.02.100 of the Moreno Valley Municipal Code.

7.3.5 Covenants, Conditions, and Restrictions (CC&Rs)

The Aquabella property will be subject to CC&Rs that address issues such as common area improvements, maintenance, community signage, architectural guidelines, etc. Prior to recordation of any final map within this Aquabella Specific Plan Amendment (excluding finance maps), said CC&Rs shall be recorded and be binding against the property.

7.3.6 Specific Plan Amendments

Amendment(s) to the Specific Plan Amendment, which do not meet the criteria for administrative or ministerial consideration as described above, shall be deemed to require an Amendment of the Specific Plan. Such Amendments shall be submitted, processed, and amended in the same manner as the Aquabella Specific Plan Amendment was adopted, and shall be subject to the provisions of Chapter 9.13 of the Moreno Valley Municipal Code. Said amendment or amendments shall not require a concurrent General Plan amendment unless it is determined by the Community Development Director or designee, and no other body, that the proposed Specific Plan amendment is inconsistent with the City of Moreno Valley General Plan, as amended.

CEQA Compliance. The City shall review the proposed Specific Plan amendment(s) pursuant to Public Resources Code section 21166 for compliance with the initial, supplemental, and subsequent environmental review and analysis prepared for the Aquabella Specific Plan Amendment. Specific Plan amendments will be subject to the requirements of CEQA.

7.3.7 Financing and Maintenance of Improvements

A facilities financing program is important to the implementation of this Aquabella Specific Plan Amendment. The financing program needs to assure the timely financing of public streets, utilities, and other necessary capital improvements.

Various options are available for financing of the improvements associated with project development and for funding the future operations and maintenance cost of public improvements. The financing option will vary based on the type and purpose of an improvement, financial market conditions, debt service considerations, and agency capabilities and policies. The exact financing method for various improvements will be determined in conjunction with the phasing of the infrastructure.

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Moreover, the program's overall performance standard is to select one or more financing and maintenance options to ensure that new development within Aquabella "pays its way." Further, actual capital facilities, public improvements, and public services will be phased over time, with costs likely to change based on a variety of factors (e.g., technology, evolving needs, market considerations, economic conditions, inflation, etc.). Nonetheless, as an additional performance standard, individual development phases will stand alone functionally and aesthetically, including the provision for adequate parking and other facilities and public services. Some of the possible funding mechanisms for public improvements are listed below:

- Developer-paid impact fees,
- Ad valorem real estate taxes paid by property owners within Aquabella,
- Assessment Districts,
- Community Facilities District (i.e., Mello-Roos Community Facilities Act of 1982),
- Community Service Districts,
- Facilities Benefit Assessment,
- Conventional subdivision financing,
- Turn-key construction by project applicants,
- Land reservations, offers of dedication, fee dedications, or easements,
- Landscape and Lighting Districts and other Maintenance Districts,
- Per unit hook-up charges, capacity fees,
- Reimbursement agreements,
- State and/or Federal grants and loans (e.g., MTA, Federal Transportation funds, and various financing programs),
- Public Utility District,
- Homeowner's Associations, and
- Other acceptable financing mechanisms.

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7.3.8 Phasing

This conceptual Phasing Plan is to coordinate the provision of public facilities and services with the Project's sequence and pattern of development. The Phasing Plan is conceptual in nature and may change over the development lifetime of the modified Project in response to changing market conditions or other unforeseen conditions. Project phasing is intended for illustrative purposes and is not a set schedule. Phasing of development and implementation of public facilities and services may be modified, provided that the required improvements are provided at the time of need. Amendments to the conceptual phasing are considered administrative in nature. Project conditions of approval, a Development Agreement, or other enforceable mechanisms will ensure infrastructure and facility needs are appropriately tied to implementing each development phase.

In that context, the modified Project is estimated to take 12-15 years to build-out with an absorption rate of approximately 1,200 units per year, using a straight-line projection method. Build-out may take longer due to the multitude of factors affecting the development of large residential and mixed-use projects.

Development implementation may occur within several areas of the site simultaneously. While some of the infrastructure for the Project is already in place, additional infrastructure improvements will be correlated to correspond to development phasing and will consider the sequence required by any public financing mechanisms and any Development Agreement between the applicant and City.

7.3.9 Severability

If any section, subsection, sentence, clause, phrase, exhibit, figure, attachment, table, or portion of this Specific Plan, or any future amendments or additions hereto, is found to be invalid or unconstitutional by a court of competent jurisdiction, such a decision shall not invalidate the remaining portions in whole or in part of this Aquabella Specific Plan Amendment, or any future amendments or additions hereto. In approving the Aquabella Specific Plan Amendment, the City is hereby declaring it would have adopted these requirements and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

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7.4 Implementation Checklist

Aquabella Implementation Ministerial Review Checklist			
<p>Aquabella Specific Plan Amendment</p> <p>At the direction of the City of Moreno Valley, Community Development Director, this Ministerial Review Checklist is an exemplar of the checklist to be used for the Aquabella Specific Plan Amendment. The Checklist will be used to review any Aquabella Specific Plan Amendment plot plan application, as well as the matters covered by the Specific Plan Amendment’s ministerial review and approval described below and in Chapter 7, Section 7.3.2 of the Aquabella Specific Plan Amendment.</p> <p>The purpose of this Checklist is to describe the scope of review for any Aquabella Specific Plan Amendment plot plan applications and other matters covered by the City’s ministerial review in implementing the Aquabella planned community. The City’s review will be limited to: reviewing and verifying compliance with: (a) the Aquabella Specific Plan Amendment’s land use and other plans, standards, and guidelines; (b) the Aquabella Specific Plan Amendment’s adopted mitigation measures; and (c) the City’s adopted conditions of approval.</p> <p>This Ministerial Review Checklist represents the City’s prescribed form. It must be used and submitted to the City, with all appropriate fees, at the time a future, subsequent plot plan application or other modification application is submitted in conjunction with the Aquabella Specific Plan Amendment.</p>			
Compliance with Specific Plan Amendment Standards	Complies with Requirement	Requirement not Applicable	Does not Comply with Requirement
<p>Compliance with Implementation Plan, Specific Plan Chapter 7, Section 7.3.2, which delineates matters subject to ministerial review and approval to include:</p> <ul style="list-style-type: none"> • Plot Plans (7.3.1.1) • Interpretations (7.3.1.2) • Equivalent Standards (7.3.1.3) • Specific Plan Text, Figure, Table, or Exhibit Changes (7.3.1.4) • Minor Deviations from Development Standards (7.3.1.5) • Similar Land Uses/Modifications (7.3.1.6) • Adjustments, Transfers, and Conversions (7.3.1.7) 			

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Aquabella Implementation Ministerial Review Checklist			
<ul style="list-style-type: none"> Substantial Conformance Determinations (7.3.2.8) <p>Please describe any adjustments or modifications made pursuant to this Chapter, if any. Permitted adjustments will be considered as incorporated into development implementation in determining compliance with the Specific Plan Amendment's Land Uses, Development Standards, and Design Guidelines, below.</p> <p>[Add description of any adjustments/modifications]</p>			
<p>Compliance with Land Use Plan, Specific Plan Chapter 2, Table 2-1 and Figure 2-4.</p> <p>[Add description of compliance and functional equivalence]</p>			
<p>Compliance with Development Standards, Specific Plan Chapter 5, Table 5-1, Development Standards</p> <p>[Add description of compliance and functional equivalence]</p>			
<p>Compliance with Development Standards, Specific Plan Chapter 5, Table 5-2, Off-Street Parking Requirements</p> <p>[Add description of compliance and functional equivalence]</p>			
<p>Compliance with Design Guidelines, Specific Plan Chapter 6, Guideline # X, which provides XX</p>			

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Aquabella Implementation Ministerial Review Checklist			
[Add description of compliance and functional equivalence]			
Compliance with Design Guidelines, Specific Plan Chapter 6, Guideline # X, which provides [Add description of compliance and functional equivalence]			
Compliance with Design Guidelines, Specific Plan Chapter 6, Guideline # X, which provides [Add description of compliance and functional equivalence]			
Compliance with Design Guidelines, Specific Plan Chapter 6, Guideline # X, which provides [Add description of compliance and functional equivalence]			
Compliance with Design Guidelines, Specific Plan Chapter 6, Guideline # X, which provides [Add description of compliance and functional equivalence]			

Aquabella Final Subsequent Environmental Impact Report, 2024				
Compliance with Certified FSEIR Adopted Mitigation Measures		Complies with Mitigation Measure	Mitigation Measure not Applicable	Does not Comply with Mitigation Measure
AQ-1	[Add Mitigation Measure Text.]			
BIO-1	[Add Mitigation Measure Text.]			
	[Add All Other Mitigation Measures Here.]			

Aquabella Specific Plan Amendment Conditions of Approval, Date 2024				
Compliance with Condition of Approval		Complies with Condition	Condition not Applicable	Does not Comply with Condition
COA 1	[Add Text.]			

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COA 2	[Add Text.]			
	[Add All Other Conditions Here.]			

8.0 APPENDICES

8.1 Aquabella Consistency with 2040 General Plan

General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
Land Use and Community Character Element	
<p>Goal LCC-1: Establish an identifiable city structure and a flexible land use framework that accommodates growth and development over the planning horizon.</p>	<p>Consistent. The Project would establish a flexible land use plan to accommodate regional and City housing needs through the development of up to 15,000 multi-family residences, 25-acres of supporting commercial and retail uses, including hotel uses; 80 acres of parks (comprised of the previously approved a 40 -acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks), and 40 acres of elementary school and middle school uses. The Project responds to the substantial demand for workforce, education, and other multi-family housing options, while providing a central Town Center for recreation, shopping, and entertainment.</p>
<p>Policy LCC.1-1: Foster a balanced mix of employment, housing, educational, entertainment, and recreational uses throughout the city to support a complete community.</p>	<p>Consistent. The Project would provide a balanced mix of uses to support a complete community. Housing needs would be met by the approximately 15,000 multi-family residences. The homes provided by the Project would provide housing that would support nearby job centers, including the World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, University of California, Riverside, Moreno Valley College, and regional and local shopping and commercial centers. Job opportunities would also be created onsite within the 25-acres of commercial and retail uses, including hotel uses; and within the elementary and middle school uses.</p>

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	<p>Elementary and middle school educational needs would be met through the Project's provision of 40 acres of elementary school and middle school uses.</p> <p>The Project's central Town Center area will provide opportunities for recreation, shopping, and entertainment. The Project will provide 80 additional acres of parks, comprised of the previously approved 40 - acres of lakes, a 15-acre lake promenade feature and 25 acres of other additional parks. Project residents would be able to take advantage of the myriad nearby recreational activities, including the Lake Perris State Recreation Area, which provides a myriad of recreational activities, including camping, picnicking, fishing, swimming, water sports, and boating. The Project balances uses onsite and in the area to support a complete community.</p>
<p>Policy LCC.1-2: Expand employment opportunities locally and provide sufficient lands for commercial, industrial, residential and public/quasi-public uses while ensuring that a high quality of life is maintained in Moreno Valley.</p>	<p>Consistent. The Project would expand employment opportunities locally on- and off-site. Onsite, job opportunities would also be created within the 25 acres of commercial and retail uses, including hotel uses. The elementary and middle school uses would also provide employment opportunities. The Project would also expand employment opportunities locally by providing housing to support the local workforce, including at nearby job centers such as the World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, University of California, Riverside, Moreno Valley College, and regional and local shopping and commercial centers.</p> <p>The Project provides for the proposed creation of an innovative urban village and</p>

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	downtown center with 15,000 multi-family housing options for all ages and income levels and 25-acres of commercial and retail uses, including hotel uses. The Project envisions a high quality and vibrant downtown center development that balances land uses and allows for a vibrant mix of business, entertainment, cultural, civic, and residential, uses. The Project will maximize opportunities at a property long designated for mixed commercial and residential mixed uses without impeding opportunities on other land in the City.
Policy LCC.1-4: Focus new development in centers and corridors so as to support the vitality of existing businesses, optimize the use of utility infrastructure, and reduce vehicle trip frequency, length, and associated emissions.	<p>Consistent. The 2040 General Plan designates the Project site as Downtown Center (DC), Aquabella Specific Plan. This Downtown Center designation plans for a vibrant mix of business, entertainment, residential, cultural, and civic uses to activate the Downtown Center throughout the day and into the evening. The vitality of commercial and retail development downtown is envisioned to be supported by significant new housing in and adjacent to the Downtown Center. The 2040 General Plan envisions the integration of the Aquabella area into the Downtown Center, allowing for development of supportive multi-family housing, facilities, services, hotel and associated visitor-serving uses, and shops oriented to hospital staff, patients, and their families adjacent to the existing hospital campuses.</p> <p>The Project is located along a primary circulation spine road (Nason Street) that has already been completed. Similarly, master drainage and master flood control improvements have already been completed.</p>

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	<p>The Project will optimize the use of this existing infrastructure.</p> <p>The Project site is located in an area with average VMT below that of the City and the region. The Project will provide a walkable and bikeable community proximate to major area job centers, including World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, University of California, Riverside, Moreno Valley College, and regional and local shopping and commercial centers. An efficient transportation network is a central tenet of the Project, which will provide a tram connection to job centers, enhanced transit, pedestrian and bicycle routes, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures.</p>
<p>Policy LCC.1-5: Encourage mixed use development in either a vertical or horizontal configuration in the Downtown Center, the Moreno Valley Mall/Towngate Center area, and at key intersections along major transit routes.</p>	<p>Consistent. The Project is located in the area designated Downtown Center (DC) in the 2040 General Plan. The Project consists of a mixed-use development of up to 15,000 multi-family residences, 25-acres of supporting commercial and retail uses, including hotel uses; 80 acres of parks (comprised of the previously approved a 40 - acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks), and 40 acres of elementary school and middle school uses.</p> <p>The Project is located along major transit routes. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along</p>

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215. The Project would also provide a tram connection to job centers, enhanced transit, pedestrian and bicycle routes, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures.
Policy LCC.1-7: Support the continued buildout of residential areas as needed to meet the community's housing needs.	Consistent. The Project site has been designated for residential mixed-use development since approval of the Field Station Specific Plan in 1999. The Project would buildout this site designated for mixed-use residential with 15,000 multi-family homes to support the community's housing needs related to workforce, education, medical, and other multi-family housing needs. The Project would assist the City in meeting its 6 th Cycle RHNA allocation of 13,627 units.
Actions LCC.1-A: Use development agreements, impact fees, benefit districts and other mechanisms to ensure the provision of adequate infrastructure to serve new development	Consistent. The Project will be conditioned to pay such appropriate impact fees as determined by the City's impact fee schedule and other laws to ensure the provision of adequate infrastructure to serve the development proposed by the Project. Chapter 7 of the Specific Plan Amendment addresses the various mechanisms and funding opportunities that may be used to ensure adequate infrastructure is provided

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	concurrent with site buildout. A development agreement may further address these issues.
Policy LCC.1-8: Promote a land and resource efficient development pattern in order to support efficient delivery of public services and infrastructure, conserve open space lands surrounding the city, reduce vehicle trip lengths and improve air quality.	<p>Consistent. The Project is located in the area designated Downtown Center (DC) in the 2040 General Plan. The Project will focus development within the City's downtown center along corridors, walkways, key gateway entry points, and complementary connections to adjacent and proximate uses. The Project balances development of up to 15,000 multi-family residences with 25-acres of supporting commercial and retail uses, included hotel uses; 80 acres of parks (comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks); and 40 acres of elementary school and middle school uses to promote an efficient land use pattern and reduce vehicle trip lengths. By maximizing this mixed-use designated site in the City's downtown center for housing, jobs, recreation, and public facilities, the Project will discourage sprawl into open space areas surrounding the City.</p> <p>The Project site located along major transit routes and would support frequent and reliable transit service and other multi-model transportation measures, including walking and biking. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and</p>

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	<p>Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215.</p> <p>A tram would connect the Project’s Town Center and residential neighborhoods with Riverside University Health System Medical Center, Kaiser Permanente Hospital, World Logistics Center, and the Moreno Valley March Field Train/Metrolink Station, which would significantly minimize the need for single-occupancy vehicle travel and improve air quality. The Project would also provide enhanced transit, pedestrian and bicycle routes, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures. Vehicle trip lengths would also be reduced through development proximate to major job centers in the City and region (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center).</p>
Policy LCC.1-11: Require that new development be compatible with the standards for land uses, density and intensity specified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.	Consistent. The Project site is located outside the influence area for March Air Reserve Base/Inland Port Airport and therefore the compatibility criteria of the March ALUCP do not apply.
Policy LCC.1-12: Balance levels of employment and housing within the community to provide more opportunities for	Consistent. The Project would support the demand for workforce, education, and other multi-family housing by developing 15,000 multi-family homes proximate to major job

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
<p>Moreno Valley residents to work locally, cut commute times, and improve air quality.</p>	<p>centers in the City and region (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center). This would allow residents to live and work locally, cutting commute times and improving air quality. The Project's 25-acres of commercial uses and educational/school facilities would further balance levels of employment and housing within the community by providing approximately 1,443 jobs where workers may also reside within the Aquabella project. Available workforce housing may have the added benefit of attracting other businesses to the City, further reducing long commutes and achieving a better balance of jobs-to-housing.</p>
<p>Goal LLC-2: Foster Vibrant gathering place for Moreno Valley residents and visitors.</p>	<p>Consistent. The design of the Project focuses on creating a premier urban village and downtown center, including a cutting-edge Town Center interfacing and connecting with existing, adjacent health care facilities; designing to include prominent landmarks, monumentation, and gathering places throughout the urban pedestrian trail fabric; use of an integrated lake, lake promenade, parks, and schools features; and implementing a pedestrian-friendly, bicycle, and multi-use trails network to provide a welcoming and vibrant gathering places for the City's residents and visitors. The sustainable mixed-use neighborhood will provide places for people to live, work, recreate, and shop – all linked to the lakes, lake promenade, parks, schools, trails, and adjacent and proximate major job centers. High-quality restaurants, and retail offerings will support a vibrant economic and social</p>

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	core within the Project’s commercial center. The Project will provide a social gathering place for the region, creating moments and experiences not found anywhere else.
Policy LCC.2-1: Create a Downtown Center with a vibrant mix of uses that will serve as the primary hub and focal point of Moreno Valley economic and cultural engine in the region.	Consistent. The design of the Project in the City’s Downtown Center area focuses on creating a hub and focal point of Moreno Valley in the region. The cutting-edge Town Center adjacent health care facilities; design to include prominent landmarks, monumentation, and gathering places; incorporation of a recreational lake, lake promenade, parks, and schools features; and implementing a pedestrian-friendly, bicycle, and multi-use trails network to provide a welcoming and vibrant gathering places for the City’s residents and visitors. The sustainable mixed-use neighborhood will provide places for people to live, work, recreate, and shop – all linked to the lakes, lake promenade, parks, schools, trails, and adjacent and proximate major job centers. High-quality restaurants, and retail offerings will support a vibrant economic and social core within the Project’s commercial center. Streetscape design will create a pedestrian and multi-modal experience within Aquabella. The Project will provide a social gathering place for the region, creating moments and experiences not found anywhere else.
Policy LCC.2-2: Require that proposed projects in the Downtown Center prepare an area plan demonstrating consistency with the principles outlined in Table LCC-2 and the illustrative development program shown in Table LCC-3 prior to approval.	Consistent. This Aquabella Specific Plan Amendment serves as an area plan under the City of Moreno Valley Municipal Code, Section 9.07.010 (B)(3), which provides that for a large project in the downtown center district, an existing or proposed specific plan may be used in lieu of an area plan. The Specific Plan Amendment demonstrates

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
Development on smaller parcels may satisfy this requirement with a site plan.	consistency with Table LLC-2, Downtown Center Development Principles, and Table LCC-3, Downtown Center Illustrative Development Program. Refer to Chapter 6 of this Specific Plan.
Policy LCC.2-3: Within the Downtown Center, ensure the high intensity of development is concentrated so as to create a central core with a mix of uses to activate it throughout the day and evening and to promote strong connectivity between new uses and RUMC, Aquabella, and the Kaiser hospital campus.	Consistent. The Project provides for higher intensity residential and commercial development concentrated around the urban village and downtown center. The cutting-edge Town Center and hotel will be located proximate to the Riverside University Health System Medical Center and Kaiser hospital campus, creating a centralized and accessible core. High-quality restaurants and retail offerings together with and civic, cultural, and/or entertainment events, will activate this Town Center throughout the day and into the evening. The integrated lake, lake promenade, parks, multi-use trails network, and schools features promote a walkable, bikeable, and active environment for residents, visitors, and workers to enjoy. The human scale design, parks, lakes, and trails strengthen the connectivity between the Project and adjacent uses, integrating into the rhythm of daily activity in the area.
Policy LCC.2-4: Leverage the presence of the hospitals and large tracts of vacant land to attract new higher-wage employers to the Downtown Center.	Consistent. The Project would attract higher-wage employers to the City by promoting adequate workforce housing proximate to major job centers in the City and region (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center). The urban Town Center would act as a new, attractive social core and downtown center for the area, building a sense of place and providing visitor-serving uses. The proximity of residential multi-family homes to higher-

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	education facilities including the University of California, Riverside (UCR) and Moreno Valley College would also help to attract higher-wage employers to the City and surrounding area.
Policy LCC.2-5: Integrate new employment-oriented uses into the fabric of the Downtown Center as employment, educational, corporate, and research campuses and/or as part of mixed-use developments.	Consistent. The Project will both provide a number of jobs and support existing and planned job growth within the City and region. The Project’s proposed 25 acres of commercial/retail, hotel, and educational uses are anticipated to create 1,443 new jobs in the City are supportive of the surrounding medical and educational facilities and provide a place where workers can live, recreate, and shop. Creating this proposed mixed-use hub of multi-family residential development, economic, and cultural uses proximate to major job and educational centers (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, UCR, and the World Logistics Center) will help integrate the City’s Downtown Center with the nearby employment, educational, corporate, and research campuses and create destination and focal points for the region.
LCC.2-6: Create a Central Park facility to serve as a defining feature of the Downtown Center.	Consistent. 80 acres of park features will be provided with the Project, including the previously approved 40-acre lake complex acting as a “central park” facility, a 15-acre lake promenade feature, and 25 acres of other additional parks. The lake and lake promenade will provide a centralized area for public recreation and entertainment with family-friendly amenities, while also providing pedestrian and bicycle connectivity to the hospitals and residential areas.

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
LCC.2-7: Recognize recreation and entertainment as key contributors to the vitality of the Downtown Center and accommodate a world class sports/recreational facility to provide activities and entertainment for Moreno Valley residents.	Consistent. The 80 acres of park features will include the previously approved 40-acre lake complex, a 15-acre lake promenade feature, and 25 acres of other additional parks. The parks, trails, and open space features will be walkable and bikeable, and serve as gathering places for the community. It is further intended that the lake complex may be used for water sports, such as swimming, paddleboarding, kayaking, and canoeing.
LCC.2-8: Transform Nason Street and Alessandro Boulevard into grand boulevards with a distinctive, inviting character that announces arrival in Downtown Moreno Valley.	Consistent. Located along Nason Street and Cactus Avenue, the Project will provide key visual gateway entry points from these streets that create a sense of arrival within the Downtown Center area of the City and Project. Nason Street was previously widened to its intended 4-lanes adjacent to the project, with landscaped center medians as contemplated by the prior 2005 Aquabella Specific Plan Amendment. The Project would visually complete the transformation of Nason Street into a distinctive, grand boulevard by implementing entry monumentation and installing landscaping with an inviting plant palette, hardscaping, and multi-use meandering trails adjacent to this roadway.
LCC.2-9: Support the vitality of commercial and retail development downtown with significant new housing in and adjacent to the Downtown Center.	Consistent. The Project would develop 15,000 multi-family homes to support the community's housing needs related to workforce, education, medical, and other multi-family housing needs. The Project's provision of multi-family housing proximate to the World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, University of California, Riverside, Moreno

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General Plan 2040 Consistency Table	
General Plan Policies	Project Consistency
	<p>Valley College, and regional and local shopping and commercial centers would support the vitality of these existing commercial, retail, industrial, medical, and educational employers. The Project would assist the City in meeting its 6th Cycle RHNA allocation of 13,627 units. Further, the Project's 25 acres of commercial and retail uses, including hotel uses, has been designed to meet the needs of the City and downtown area without overbuilding. By appropriately balancing the demand for homes with locally- and regionally- serving commercial/retail mixes uses, the Project would support the vitality of existing businesses.</p>
<p>LCC.2-10: Create an attractive, safe environment for bicycles and pedestrians that promotes “micro-mobility” and connectivity within the Downtown Center as well as encourage electric and autonomous vehicles.</p>	<p>Consistent. The design of the Project integrates complementary architecture, lighting, and landscaping in a manner that contributes to the character of the City's downtown center and fosters public safety. The size and scale of the Project plans for an integrated, connected Town Center and residential neighborhoods intended to maximize walkability and encourage day-to-day interaction between the mix of complementary land uses — all as part of an efficient transportation network in central Moreno Valley that incorporates automobile travel, tram, transit, pedestrian and bicycle routes, and other multi-modal transportation programs and technologies that will move residents efficiently to and from major job centers. The Project fosters biking and pedestrian uses through extensive parks, multi-use trails, sidewalks, shared roads, and the lake promenade and open space features, which will be designed to provide safe walking and biking options. The Project</p>

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General Plan 2040 Consistency Table	
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	would also provide a tram to nearby job centers, enhanced transit, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures. Electric vehicles and autonomous vehicles would be further encouraged by EV charging stations integrated throughout the community.
LCC.2-11: Allow for the evolution of the Downtown Center and encourage site planning that facilitates redevelopment of sites within the core of the area in the future as land values increase and higher development intensities become more financially feasible.	Consistent. The Specific Plan Amendment provides a comprehensive plan and vision for the implementation of the Aquabella site that allows for flexibility in implementation as the Project is developed in phases. The Project will provide an urban hub and gathering space in the City's Downtown Center, together with multi-family housing at an intensity that will support future planned development in the broader Downtown area.
Action LCC.2-B: Prioritize the completion of catalyst projects for the Downtown Center, including the Town Center development at Nason and Alessandro and the Aquabella Specific Plan.	Consistent. The Project will implement the Aquabella Specific Plan (Amendment 2) as a catalyst project in the Downtown Center. Like the previously approved project, the Project maintains the lakes, the lake promenade, parks, trails, and commercial uses, but provides for 15,000 multi-family housing options to better meet the present and future housing needs of the City and region.
Policy LCC.2-21: Orient residential uses to the street and discourage the use of walls and fences. Employ a variety of techniques to buffer residential uses on the corridors from traffic and noise, including setbacks, landscaping, stoops, and raised entries.	Consistent. To activate the Project streetscape and create visual interest, residential uses will be oriented to the street. As set forth in Chapter 6 of this Specific Plan Amendment, visual interest and buffering techniques will include sidewalks and walkways setback from the street, landscaping and trees, stoops, clearly

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	defined entries, outdoor seating areas, and hardscaping, as well as artwork and water features incorporated in the mixed-use Town Center. Accent walls, low patio walls, and seat walls may be incorporated into the residential uses and streetscape as design elements and to enclose patio seating. Walls may also be used for monumentation, to screen parking, service, refuse, and storage areas, and to screen mechanical and utility equipment. Where screen walls are used, they will incorporate decorative elements and planting areas.
<p>Policy LCC.2-22: Encourage new mixed-use and commercial development to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches:</p> <ul style="list-style-type: none"> • Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials; • Maintaining overall harmony while providing smaller-scale variety; and • Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements. 	<p>Consistent. The Project's landscape and architectural design guidelines (Specific Plan Amendment, Chapter 6) for the mixed-use Town Center incorporates standards to ensure visual quality and interest in architectural design that promotes overall harmony within the Aquabella and creates a vibrant, inviting, pedestrian-scale community. Varied massing and roof types, planting design, color, and materials will be incorporated to give identity to the Town Center and retail/commercial areas within the community. In the Town Center, roofs will include varying rooflines using variations in retail height, stepped parapets, hip or vaulted roofs, domes, towers, and/or other distinct roof forms. Building facades will include storefront windows, outdoor seating and dining, awnings or canopies, decorative lighting, columns or pilasters, and other elements to create visual interest. Other commercial development onsite may include office buildings and a hotel. The Design guidelines similarly ensure varied massing and roof types, harmony, and architectural interest in implementing these</p>

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	other permitted commercial uses. Refer to Section 6.4.3 and 6.4.4 of this Specific Plan Amendment.
Policy LCC.2-23: Ensure that commercial uses are designed to incorporate ground floor transparency and pedestrian activity.	Consistent. Ground floor commercial and mixed-uses are designed to incorporate transparent windows. Clear glazing is preferred. Opaque, heavily tinted, and reflective glass will not be used on the first floor of building frontages facing streets, the lake, a park, or a similar public open space.
Policy LCC.2-24: At intersections on the mixed-use corridors, prioritize retail and other uses that promote pedestrian activity on the ground floor of buildings.	Consistent. While this policy appears to apply to the new, Mixed-Use Boulevard designation along Perris Boulevard in the City, the Project design promotes retail and other uses that promote pedestrian activity on the ground floor in the mixed-use Town Center.
Policy LCC.2-25: Encourage the development of bicycle, pedestrian, and transit access that reduces the need for on-site parking. Improve the pedestrian experience within these corridors through street trees and landscaping.	Consistent. The Project plans for an integrated, connected downtown center neighborhood intended to maximize walkability, bikeability, and transit use as part of an efficient transportation network in the City. The Project incorporates transit, pedestrian and bicycle routes, and other multi-modal transportation programs and technologies to move residents efficiently to and from major job centers and reduce the need for on-site parking. Extensive parks, trails, the lake promenade and open space features, sidewalks, walkways, and roadways will encourage biking and walking. The Project would also provide a tram to job centers, enhanced transit, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures. Trees and landscaping will be used throughout the site, along streets, and

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	along multi-use trails and sidewalks, which will improve the pedestrian experience and have a cooling effect to further promote walking and biking.
Policy LCC.2-27: Where possible, require that adjacent uses share driveways in order to limit the number of curb cuts along Alessandro, Sunnymead, Nason, and Perris.	Consistent. No driveways are presently proposed along Nason. While the precise location of driveways will be determined as Project development is implemented, it is generally intended that driveways would be located along neighborhood streets, where feasible, rather than along arterials such as Nason. Alessandro, Sunnymead, and Perris do not provide access to the site.
Policy LCC.2-28: Encourage landscaped common public spaces to be incorporated into new mixed-use development.	Consistent. The Project proposes to create a vibrant economic and social core within the center of the City, including the lake features, lake promenade, and public spaces within the downtown center. Drought tolerant, sustainable landscaping would be professionally maintained throughout the development.
<p>Policy LCC.2-29: Design of public spaces should ensure they are:</p> <ul style="list-style-type: none"> • Lined with active uses at-grade and located near building entrances, windows, outdoor seating, patios, or balconies that overlook park spaces, and other areas with strong pedestrian activity. • Be completely visible from at least one street frontage and as feasible, be at least 50% visible from a secondary street frontage. • Primarily defined by adjacent buildings, which will contribute to the unity and environmental quality of the space. 	Consistent. Public spaces along Project streetscapes, gathering places, parks, the lake and lake promenade, and elsewhere will be lined with active uses at-grade to activate the outdoor environmental and promote social spaces, As set forth in Chapter 6 of this Specific Plan Amendment, the public streetscape will include sidewalks and walkways will be setback from the street, landscaping and trees, stoops, clearly defined entries, outdoor seating areas, hardscaping, as well as artwork and water features incorporated in the mixed-use Town Center, will be incorporated at grade. Accent walls, low patio walls, and seat walls may be incorporated into the residential uses and streetscape, as well as enclosed patio

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<ul style="list-style-type: none"> • Be located at the same grade level as the public sidewalk when possible. Where changes in grade are an important element of the overall design and programming, clear and direct access from the public sidewalk should be accommodated, and universal accessibility provided. • Reflect the design and placemaking elements of the surrounding area through the use of architectural styles, signage, colors, textures, materials and other elements. • Be constructed with low impact and permeable paving materials to efficiently manage the stormwater and minimize the area's heat island effect. • Connect to bike and pedestrian facilities and be a part of an interconnected pathway or parkway system where feasible. 	<p>seating. Central gathering areas will be provided in the Town Center, lake and lake promenade, parks, and open spaces, and will be defined by the adjacent buildings and views across the lake to the mountains beyond. Public spaces will reflect the design and placemaking character of Rancho Belago, with specific styles, signage, colors, textures, materials and other elements defined further at the Village level. Heat island effects will be minimized through use of low impact and permeable paving, creation of the lake, tree coverage to create and urban forest and arboretum experience. Bike and pedestrian facilities will connect throughout the public spaces onsite to residential neighborhoods and retail Town Center onsite, and to employment centers and recreation beyond the Project's limits.</p>
<p>Policy LCC.2-30: Establish parks and plazas to serve as meeting areas in new neighborhoods and ensure a safe and secure environment through the development review and approval process.</p>	<p>Consistent. The Project establishes an integrated, connected downtown center neighborhood with 80 acres of parks, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks to serve as meeting areas for Aquabella and the broader community. Site lighting throughout the community will provide a level of safety while helping to define the character of the Project. Street, parking area, promenade, trail, and park lighting will each be designed to meet all city requirements. Lighting will complement the Project design, and all lighting will be designed to be hooded and facing downwards so as to provide safety in key</p>

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	areas such as parks while not spilling onto adjacent properties.
Goal LCC-3: Build a distinctive sense of place and pride in Moreno Valley.	Consistent. The Project will implement the long-held vision of the City to see the Aquabella site transformed into a mixed-use community of housing, commercial uses, a lake complex, and associated cultural, civic, and entertainment amenities. The Project maximizes and upgrades this vision, implementing an urban hub destination, 40-acre lake complex, parks, lake promenade, and 15,000 multi-family residential units to establish the social and recreational fabric of the community. Architectural design, landscaping, and monument features will further build a distinctive sense of place and pride at the site and in the City.
Policy LCC.3-1: Insist on high-quality development that is sensitive to surrounding context throughout the city and particularly in centers and corridors.	Consistent. The Project site is surrounded by and proximate to existing residential uses, schools, the Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, Moreno Valley College, World Logistics Center, and UCR. The Project will provide an integrated community for the workforce, educators, students and other residents to enjoy, together with a variety of commercial, retail, recreational, social, and visitor-serving amenities. Attractive architecture, landscaping, open spaces, gateway entry points, the lake complex, lake promenade, and other amenities implement a high-quality development while assisting the City to meet its housing needs along the Nason Street corridor in the Downtown Center.
Policy LCC.3-2: Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods	Consistent. Chapter 5 and 6 of the Specific Plan provide development standards and design guidelines for future development

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and districts maintain their unique qualities while being compatible with one another.	within the Project, which will ensure smooth transitions for areas that border one another, thereby maintaining neighborhoods' and districts' unique qualities.
Policy LCC.3-3: Promote the Moreno Valley College as a community asset that contributes to local identity and seek to better integrate the College with the rest of the city, including the Downtown Center and adjacent neighborhoods through urban design, transportation linkages, and promotion of College events.	Consistent. The Project site is located proximate to Moreno Valley College and will provide an integrated mixed-use residential community for area workforce, educators, students and other residents to enjoy. The Project will provide walking, bike, car, and transit connections to the College through extending onsite sidewalks, walkways, trails, and roadways, and providing a tram to job centers, enhanced transit, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures. The Project site will also provide an urban Town Center to host and promote local events.
Policy LCC.3-4: Strengthen the sense of arrival into Moreno Valley and the Downtown Center with gateway design at the locations shown on Map LCC-3. Gateway design elements shall include streetscape design, signage, building massing, and similarly themed design elements.	Consistent. Key entry gateway points, attractive architectural and streetscape design, and signage and monuments will strengthen the sense of arrival to the City's Downtown Center and Aquabella community. Building massing will be an appropriate size and scale, and the lakes, lake promenade, and other amenities provided by the Project will create a sense of space and community within the Downtown Center.
Policy LCC.3-5: Incorporate prominent corner architectural features, such as prominent entries or corner towers, on new development at key intersections or gateways.	Consistent. Prominent entry monumentation structures, wayfinding, and signature tree groves will be provided at enhanced gateway entries to the site. See Specific Plan Amendment Figures 6-9 and 6-10.
Policy LCC.3-6: Maintain continuity in streetscape design along major streets and	Consistent. The Project would complete streetscape design along major streets in a

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avenues that traverse the city north to south and east to west.	manner that continues to build the Rancho Belago character and identity of the area. The wide, integrated walkways and trails would connect to other City and regional trails off-site.
Policy LCC.3-7: Continue to support community identity with streetscape improvement and beautification projects in both existing residential areas and commercial centers, as well as new mixed-use areas that incorporate unified landscaping and pedestrian amenities. Amenities should include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and city-branded decorative elements such as street lighting, concrete pavers, tree grates, and theme rails.	Consistent. Unified landscaping and pedestrian amenities will be incorporated into the Project. Drought tolerant, sustainable landscaping would be professionally maintained throughout the development. Pedestrian amenities will include bus/tram shelters, pedestrian safety treatments such as landscaped street chokers, improved crosswalks, bridges over arterials and the onsite drainage, landscaped medians, and decorative elements such as street and trail lighting, concrete pavers, benches, etc.
Goal LCC-4: Expand the range of housing types in Moreno Valley and ensure a variety of options to suit the needs of people of all ages and income levels.	Consistent. The Project will provide a range of multi-family residential housing options within the Downtown Center to meet the needs of people of all ages and income levels, including area workers, students, educators, and those in the health care field.
Policy LCC.4-1: Promote a range of residential densities throughout the community to encourage a mix of housing types in varying price ranges and rental rates.	Consistent. Designed to allow flexibility in implementing the Project in a manner that best meets the City's housing needs, the Project will provide housing at a range of types, densities, and prices.
Policy LCC.4-2: Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.	Consistent. A diverse range of housing options will be provided with the Project, including garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students to meet the needs of

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	future demographics and changing family sizes.
Policy LCC.4-3: Encourage a mix of for sale and rental housing units in centers and corridors.	Consistent. The residential area surrounding the Project site is comprised of mostly single-family, for-sale units, with some multi-family units to the south. The Project would focus rental housing units in this underserved rental area, thereby providing a suitable mix of for-sale and for-rent units in the City's center.
Policy LCC.4-4: Encourage multi-family developments and live-work units in residential mixed-use areas to provide housing options that are affordable for artists, creative entrepreneurs, emerging industries, and home-based business operators.	Consistent. Multi-family housing will be provided at a range of types, densities, and prices that will meet the needs of a range of residents, such as artists, creative entrepreneurs, emerging industries, and home-based business operators.
Policy LCC.4-5: Encourage the use of innovative and cost-effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.	Consistent. Environmental sustainability and innovation is a primary vision for the Project. The site will reduce energy usage through encouraging pedestrian, bike, and transit use by designing welcoming trail, sidewalk, walkway, and transit facilities. Enhanced transit, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and a tram to adjacent and proximate major job centers would also reduce energy and resource use. EV charging stations would be integrated throughout the community. Building materials and site design will comply with California's Building Energy Efficiency Standards, which reduce wasteful and unnecessary energy consumption in newly constructed buildings related to efficient materials, solar generation, water

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	usage, etc. Water will be conserved onsite through the use of native and drought-tolerant plants in landscaping. In addition, through the implementation of sophisticated BMPs, the lakes will act to treat and store runoff onsite, conserving water resources that would otherwise be wasted and allowing for its use as onsite irrigation.
Policy LCC.4-6: Cater to the needs of larger, multi-generational families by both promoting the development of 3 and 4-bedroom homes and by facilitating construction of accessory dwelling units.	Consistent. 3-bedroom, multi-family homes proposed by the Project would cater to the needs of larger, multi-generational families. The Project does not include or plan for the construction of accessory dwelling units (ADUs); however, they would be permitted to the extent allowed by state law.
Policy LCC.4-7: Promote availability of senior and independent assisted living facilities distributed equitably throughout the community to meet the needs of the community's aging population.	Consistent. While the Project is not age-restricted for seniors, the multi-family homes it will provide are intended to meet a range of housing needs, price ranges, and residential age ranges. Seniors would be one demographic that may be targeted due to the relatively lower cost of multi-family living and extensive amenities, recreational options, and nearby shopping, restaurants, and social experiences that the Project will provide.
Policy LCC.4-8: Facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as on-site health and human services, community gardens, car-sharing, and bike facilities. Support the development of projects that serve homeless and special needs populations.	Consistent. Located adjacent to two major medical centers, the Project presents a unique opportunity to connect health services with the visitor-oriented, recreational, and commercial/retail services onsite. Pedestrian bridges may connect the site to the adjacent medical centers, and bike lanes, multi-use trails, and shared road facilities will be included throughout the site. Health care-related uses are permitted within the Project. Extensive landscaping, parks, and open space areas will be provided

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	onsite, and the lake promenade will incorporate stylized gardens, follies, and other amenities to create the feeling of an arboretum. While the Project is not income-restricted, the variety of multi-family home types and sizes will provide workforce affordable homes with these design features and amenities.
Policy LCC.4-9: Densities in excess of the maximum allowable density for residential projects may be permitted pursuant to California density bonus law.	Consistent. The Project will comply with the California density bonus law.

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Economic Development Element	
Goal E-1: Diversify and grow the local economy	<p>Consistent. The Project’s 15,000 multi-family homes and supporting commercial, recreational, and educational uses proximate to the World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, University of California, Riverside, Moreno Valley College, and regional and local shopping and commercial centers would support the vitality of these existing commercial, retail, industrial, medical, and educational employers and growth in these area industries locally. Taking advantage of the Project’s unique location in the geographic center of the City, the Project’s walkable retail downtown center, lakes and lake promenade, parks, schools, trails, and housing will implement moments and experiences that cannot be found elsewhere in the City or Inland Empire. The Project’s 25-acres of commercial and retail uses have been designed to create a vibrant, premier downtown area to directly grow the local economy with locally- and regionally-serving commercial/retail mixes uses, while also strengthening the vitality of the local economy. Further, by providing homes that are affordable to the area workforce, employers thinking of relocating to the City and region will be better able to do so while recruiting and retaining employees.</p>
Goal E-2: Strengthen and retain existing businesses.	<p>Consistent. The Project’s 15,000 multi-family homes and supporting commercial, recreational, and educational uses proximate to the World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus,</p>

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	<p>University of California, Riverside, Moreno Valley College, and regional and local shopping and commercial centers would support the vitality of these existing commercial, retail, industrial, medical, and educational employers and growth in these area industries locally. Homes affordable to the area workforce will mean employers are able to retain employees, and employees will be able to live and work in the City. Residents of the Project will also be customers to local businesses, strengthening the overall customer base in the City. Further, the Project's Town Center will create a vibrant social center and premier destination within the City, improving the quality of life in central Moreno Valley with quality schools, parks, multi-use trails, responsive public services, and reliable utility infrastructure.</p>
<p>Policy E.2-2: Strengthen the existing medical/hospital cluster by facilitating the establishment of supportive businesses and uses such as surgical centers, medical offices, post-acute care medical facilities, conference space, hotels, restaurants, and retail shops.</p>	<p>Consistent. The Project takes advantage of its location within the existing medical/hospital cluster and plans for supporting business and uses to strengthen these facilities. The cutting-edge Town Center will be located proximate to the Riverside University Health System Medical Center and Kaiser hospital campus, creating a centralized and accessible core. High-quality restaurants and retail offerings, together with and civic, cultural, and/or entertainment events, will activate this Town Center throughout the day and into the evening. The integrated lake, lake promenade, parks, multi-use trails network, and schools features promote a walkable, bikeable, and active environment for residents, visitors, and workers to enjoy. The human scale design, parks, lakes, and trails</p>

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	strengthen the connectivity between the Project and adjacent uses, integrating into the rhythm of daily activity in the area.
Policy E.2-4: Support the vitality of existing logistics, e-commerce, and international trade businesses.	Consistent. The Project's 15,000 multi-family homes and supporting commercial uses would help to house employees of logistics business in the City including the World Logistics Center, which is in the process of developing over 2 million square feet of logistics and light industrial uses approximately 2.5 miles from the site. Transit and trams would provide daily transport for residents to the World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Hospital, and the Moreno Valley March Field Train/MetroLink Station. Tram stops will be provided at each neighborhood entry on arterial streets for convenient access. The Project will also support the entertainment, commercial, recreational, educational, and other needs of logistics workers and businesses in the City and region.
Policy E.2-8: Cultivate a vibrant retail, entertainment, and restaurant sector and minimize retail sales leakage by concentrating new residential development in locations where it can support retail vitality, and by attracting higher wage jobs to Moreno Valley to support a robust retail economy.	Consistent. The Project envisions a high quality and vibrant downtown center where residents and visitors can live, work, play, and shop. The Town Center area balances a mix of retail businesses and restaurants, which would be supported by the concentration of new residential development. The size and scale of the Project is designed to maximize walkability and bikeability to encourage daily interaction between these complementary land uses and minimize retail sales leakage. Workforce housing would also attract better jobs to the City as employers thinking of

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	relocating here will be better able to do so while recruiting and retaining employees.
Goal E-3: Enhance Moreno Valley's profile and competitive position.	Consistent. The Project proposes to deliver a premier mixed-use, urban village and downtown center within the geographic "center" of the City. The Project is guided by the overall goal of creating a unique, neighborhood downtown center where residents and visitors can live, work, play, and shop. The Project retains the character of the surrounding area, connects it to the adjacent uses, and creates a hub of diverse multi-family residential home options within the center of the City to address the needs of the City's existing and future residents, accommodate and enhance jobs in onsite, adjacent, and proximate major job centers in order to reduce long commutes, achieve a better balance of jobs-to-housing, and facilitate job growth in central Moreno Valley.
Policy E.3-8: Provide a range of housing types – from apartments and condominiums to starter homes and executive housing – throughout the community to attract new businesses and encourage expansion.	Consistent. A diverse range of housing options will be provided with the Project, including duplexes, duet, or paired homes, cluster and courtyard homes, townhomes, apartments, live/work homes, and homes available to students and seniors. The Project is complementary to and compatible with the mostly single-family, for-sale units surrounding the site. This balanced range of housing types will meet a variety of housing needs to attract new businesses and encourage expansion in the community.
Policy E.3-10: Promote and support recreational, sporting, cultural, and entertainment events in and around Moreno Valley to build the city's reputation as a desirable destination and help create	Consistent. The Project's central Town Center area will provide opportunities for recreation, shopping, entertainment events, and other visitor-servicing and cultural uses. The Project will provide 80 additional acres

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opportunities for increased visitation, hotel stays, sales tax generation, and employment.	of parks, comprised of the previously approved a 40 -acres of lakes, a 15-acre lake promenade feature and 25 acres of other additional parks. The parks, trails, and open space features will be walkable and bikeable, providing ample recreational area and serving as gathering places for the community. The lake complex may be used for water sports such as swimming, paddle boarding, , kayaking and canoeing. Proximate to the Lake Perris State Recreation Area and connected through sidewalks, trails, and bike paths, residents would be able to take advantage of its myriad of recreational activities, including camping, picnicking, fishing, swimming, water sports, and boating.
Circulation Element	
Goal C-1: Strengthen connections to the regional transportation network.	<p>Consistent. The site’s primary circulation spine road improvements along Nason Street have already been completed, which connects to SR-60 to the north. The Project plans to complete an internal extension of John F. Kennedy Dr. through the central portion of the site, which in turn connects to I-215 to the west. The Project thereby strengthens connections through the City to the regional roadway network.</p> <p>The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and</p>

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	<p>areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215. The Project would also provide enhanced transit, pedestrian and bicycle routes, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and a tram proximate major job centers and the Metrolink station, further bolstering and responding to the demands of the regional transportation network.</p>
<p>Policy C.1-1: Support regional infrastructure investments for all modes to relieve congestion and support healthy communities in the City of Moreno Valley.</p>	<p>Consistent. The site's primary circulation spine road improvements along Nason Street have already been completed, which connects to SR-60 to the north. The Project plans to complete an internal extension of John F. Kennedy Dr. through the central portion of the site, which in turn connects to I-215 to the west. Circulation improvements will be provided throughout the Project site and at offsite areas as identified in the SEIR. The Project would provide enhanced transit, pedestrian and bicycle routes, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and a tram to proximate major job centers and the Metrolink station, further bolstering and responding to the demands of the regional transportation network. The Project will be conditioned to pay such appropriate impact fees as determined by the City's impact fee schedule and other laws to ensure the provision of adequate</p>

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	infrastructure to serve the development proposed by the Project.
Goal C-2: Plan, design, construct, and maintain a local transportation network that provides safe and efficient access throughout the city and optimizes travel by all modes.	Consistent. The Project would provide for high-quality roadway, trail, and pedestrian improvements that maintain a safe and efficient transportation network, whether by walking, biking, or car. Residents will be able to make use of RTA bus routes and connections to the Metro and Amtrak station west of I-215. Daily tram service to job centers and the Metrolink station, enhanced transit, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures will further optimize transit and travel by all modes.
Policy C.2-1: Design, plan, maintain, and operate streets using complete streets principles for all types of transportation projects including design, planning, construction, maintenance, and operations of new and existing streets and facilities. Encourage street connectivity that aims to create a comprehensive, integrated, connected network for all modes.	Consistent. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, hotel, and other uses, providing a route that users can walk and bike along. Sidewalk improvements will be provided throughout the community to promote walking. Bike lanes and shared-use streets will be incorporated through the Specific Plan area to complement the new and existing development in a way that promotes the human scale. These bike lanes will connect to existing Class II bike lanes on Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. The Project’s circulation system and the regional system with which it connects have been thoroughly studied by traffic engineers. In order to accommodate the influx in residents and visitors in the community, the Project plans to complete an internal extension of John F. Kennedy Dr. through the central portion of the site, which

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	in turn connects to I-215 to the west. Circulation improvements will be provided throughout the Project site and at offsite areas as identified in the SEIR.
Policy C.2-5: Prohibit points of access from conflicting with other existing or planned access points. Require points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow.	Consistent. Key entry points will provide access to the Project site along Cactus Street, John F. Kennedy Dr., Nason Street, Iris Ave., Lasselle St., and Oliver St. The proposed project's circulation system and the regional system with which it connects have been thoroughly studied by transportation engineers and access points shown to sufficiently maintain the capacity, efficiency, and safety of the traffic flow.
Policy C.2-6: Wherever possible, minimize the frequency of access points along streets by the consolidation of access points between adjacent properties on all circulation element streets, excluding collectors.	Consistent. Key entry points will provide access to the Project site along Cactus Street, John F. Kennedy Dr., Nason Street, Iris Ave., Lasselle St., and Oliver St. Access points to outside the Project site will be consolidated on these existing circulation element streets.
Policy C.2-7: Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.	Consistent. The Project's circulation system and the regional system with which it connects have been thoroughly planned and studied by transportation engineers and planners to accommodate vehicles, pedestrians, and bicycles. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, hotel, and other uses, providing a route that users can walk and bike along. Sidewalk and multi-use trail improvements will be provided throughout the community to further promote walking. Bike lanes and shared streets will be incorporated throughout the community and will connect to existing bike routes on adjacent roadways. Connections to existing Class II bike lanes

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	would include connections to Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr.
<p>Policy C.2-8: For developments fronting both sides of a street, require that streets be constructed to full width. Where new developments front only one side of a street, require that streets be constructed to half width plus an additional 12-foot lane for opposing traffic, whenever possible. Additional width may be needed for medians or left and/or right turn lanes.</p>	<p>Consistent. Chapter 7 of the Specific Plan Amendment, Implementation, provides that public facilities improvements will be implemented provided at the time of their need as the Project is developed.</p>
<p>Policy C.2-9: Require connectivity and accessibility to a mix of land uses that meets residents' daily needs within walking distance. Typically, this means creating walkable neighborhoods with block lengths between 330 feet and 660 feet in length, based on divisions of the square mile grid on which the city is laid out.</p>	<p>Consistent. The size and scale of the Project plans for an integrated, connected community intended to maximize walkability and encourage day-to-day interaction between the mix of complementary land uses within the Project area — all as part of an efficient transportation network in central Moreno Valley that incorporates automobile travel, transit, pedestrian and bicycle routes, and other multi-modal transportation programs and technologies that will move residents efficiently to and from major job centers. Block lengths, streetscape landscape design at pedestrian scale, and neighborhood planning will promote walkability.</p>
<p>Policy C.2-10: Ensure that complete streets applications integrate the neighborhood and community identity into the street design and retrofits. This can include special provisions for pedestrians and bicycles that complement the context of each community.</p>	<p>Consistent. Complete streets are proposed that promote pedestrian and bicycle use through the incorporation of design features such as multi-use trails and sidewalks, crosswalks, shared roads, landscaping, and pedestrian bridges across arterials and the onsite drainage.</p>

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Policy C.2-11: Incorporate traffic calming design into local and collector streets to promote safer streets.	Consistent. Traffic calming design of neighborhoods streets include street chokers, crosswalks, roundabouts, landscaped medians, and shared street design to promote safer streets.
Action C.2-H: Evaluate opportunities to implement roundabouts as traffic control as new development projects are proposed, considering safety, traffic calming, cost, maintenance and greenhouse gas reduction related to idling.	Consistent. The project will include roundabouts as a means of traffic calming and GHG reduction.
Goal C-3: Manage the City's transportation system to minimize congestion, improve flow and improve air quality.	Consistent. The Project's circulation system and the regional system with which it connects have been thoroughly planned and studied by transportation engineers and planners to accommodate vehicles, pedestrians, and bicycles in a manner that minimizes congestion, improves traffic flow, and improves air quality. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, and other uses, providing an opportunity for walking and biking. Sidewalk improvements will be provided throughout the community to further promote walking. Bike lanes and shared streets will be incorporated throughout the community and connect to existing bike routes on adjacent roadways. Connections to existing Class II bike lanes would include connections to Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. Residents will be able to make use of RTA bus routes and connections to the Metro and Amtrak station west of I-215. Enhanced transit, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), intelligent transportation

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	systems, transportation demand management measures, and trams to job centers and the Metrolink station will further optimize transit and travel by all modes. For those that will be driving, the Project will include roundabouts, installation of signalization, restriping, and other elements to improve traffic flow and air quality.
Policy C.3-1: Strive to maintain Level of Service (LOS) "C" on roadway links, wherever possible, and LOS "D" in the vicinity of SR 60 and high employment centers. Strive to maintain LOS "D" at intersections during peak hours.	Consistent. Transportation engineers Urban Crossroads have completed a LOS assessment consistent with the City's traffic impact study guidelines. The analysis identifies the anticipated LOS at City roadways and intersections with Project development, as well as feasible measures that may be employed to maintain LOS "C" and "D" at impacted roadways and intersections, where appropriate. See SEIR.
Policy C.3-2: Allow for a list of locations to be exempt from the LOS policy based on right-of-way constraints and goals and values of the community. The City Engineer shall update the exempted intersections and roadway segments list periodically to be included with the traffic impact study guidelines and adopted by ordinance.	Consistent. The 2040 General Plan focuses on efficient circulation in a manner that balances level of service (LOS) with other considerations and measures, such as the City's commitment to complete streets to accommodate bicyclists and pedestrians, costs, safety, alternative transportation and transit, physical space, greenhouse gas emissions, community character, and vehicle miles traveled. The Project also focuses on balancing level of service with these other holistic circulation considerations. Transportation engineers Urban Crossroads have completed a LOS assessment consistent with the City's traffic impact study guidelines. The analysis identifies the anticipated LOS at City roadways and intersections with Project development, as well as feasible measures that may be employed to maintain LOS "C" and "D" at

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	impacted roadways and intersections, where appropriate. See the SEIR. Where LOS “C” or “D” cannot be maintained, it may be exempted based on these other considerations.
Policy C.3-3: Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible improvement measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate additional left-turn and right-turn lanes at intersections, or other improvements.	Consistent. Transportation engineers Urban Crossroads have completed a LOS assessment consistent with the City’s traffic impact study guidelines. The analysis identifies the anticipated LOS at City roadways and intersections with Project development, as well as feasible measures that may be employed to maintain LOS “C” and “D” at impacted roadways and intersections, where appropriate. See the SEIR.
Policy C.3-4: Require development projects to complete traffic impact studies that conduct vehicle miles traveled analysis and level of service assessment as appropriate per traffic impact study guidelines.	Consistent. Transportation engineers Fehr & Peers have completed a VMT and LOS assessment consistent with the City’s traffic impact study guidelines. These analyses are provided in the SEIR.
Policy C.3-6: Require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.	Consistent. The Project will be conditioned to pay such appropriate TUMF, DIF, and other applicable fees as determined by the City’s impact fee schedule to ensure the provision of adequate transportation infrastructure to serve the development proposed by the Project.
Policy C.3-8: Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic deficiencies and impacts.	Consistent. The Project will be conditioned to pay its fair share of a variety of transportation improvements, as set forth in the traffic impact study, appended to the SEIR.
Policy C.3-9: Employ parking management strategies, such as shared parking in mixed use areas, on-street residential parking, and	Consistent. The Specific Plan Amendment provides for the application of efficient parking standards to avoid the construction of unnecessary parking. See Specific Plan

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spill-over parking to avoid construction of unnecessary parking.	Amendment, Table 5-2, Off-Street Parking Requirements.
Policy C.3-11: Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.	Consistent. The Project will be conditioned to implement NPDES BMPs related to the construction of roadways to control runoff as set forth in the SEIR.
Goal C-4: Provide convenient and safe connections between neighborhoods and destinations within Moreno Valley.	Consistent. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, and other uses, providing an opportunity for walking and biking. Sidewalk and multi-use trail improvements will be provided throughout the community to further promote walking and biking. Bike lanes and shared streets will be incorporated throughout the community and connect to existing bike routes on adjacent roadways. Connections to existing Class II bike lanes would include connections to Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. Residents would be able to conveniently walk or bike to the Lake Perris State Recreation Area on bike routes and sidewalks to the south. Residents will be able to make use of RTA bus routes and connections to the Metro and Amtrak station west of I-215. Enhanced transit, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and trams to job centers including the World Logistics Center will further optimize transit and travel by all modes.

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<p>Policy C.4-1: Support the development of highspeed transit linkages or express routes connecting major destinations within the city and beyond, including the Metrolink Station, that would benefit the residents and employers in Moreno Valley.</p>	<p>Consistent. Residents will be able to make use of RTA bus routes and on-demand connections to the Metro and Amtrak station west of I-215. Electric, multi-occupant trams will operate on-site to connect the Town Center and Project neighborhoods with Riverside University Health System Medical Center, Kaiser Permanente Hospital, World Logistics Center, and the Moreno Valley March Field Train/Metrolink Station. Tram stops will be provided at each neighborhood entry on arterial streets for convenient access. Enhanced transit, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), intelligent transportation systems, and transportation demand management measures will further optimize transit and travel by all modes.</p>
<p>Policy C.4-2: Collaborate with major employers and other stakeholders to improve access and connectivity to key destination such as the Downtown Center, the Moreno Valley Mall, the hospital complexes, Moreno Valley College, and the Lake Perris State Recreation Area.</p>	<p>Consistent. A tram provided as part of the Project would connect the site located within the City's Downtown Center to Riverside University Health System Medical Center, Kaiser Permanente Hospital, World Logistics Center, and the Moreno Valley March Field Train/Metrolink Station. Improved bike and pedestrian connections, including pedestrian bridges over arterials, would improve access between the Lake Perris State Recreation Area, Moreno Valley College, the Downtown Center, and hospital complexes.</p>
<p>Policy C.4-3: Support the establishment of a Transit Center/Mobility Hub in the Downtown Center.</p>	<p>Consistent. Development of the Project would not preclude the establishment of a transit center in the City's Downtown Center. Further, the Project's tram will promote transit use in the Downtown Center.</p>
<p>Policy C.4-4: All new developments shall provide sidewalks in conformance with the</p>	<p>Consistent. Sidewalks and multi-use trails will be provided throughout the community.</p>

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City's streets cross-section standards, and applicable policies for designated urban and rural areas.	
Goal C-5: Enhance the range of transportation in Moreno Valley and reduce vehicle miles traveled (VMT).	<p>Consistent. The Project site is located in an area with average VMT below that of the City and the region. Focusing mixed use residential development in this Downtown Center area will allow residents, workers, and students to see their needs to live, work, eat, and play met in a centralized location that reduces the need to commute out of the area. VMT would be further reduced through promoting walking, biking, transit, and travel by alternative modes within the site and connected to surrounding uses. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, hotel, and other uses, providing an opportunity for walking and biking. Sidewalk improvements will be provided throughout the community to further promote walking. Bike lanes and shared streets will be incorporated throughout the community and connect to existing bike routes on adjacent roadways including at Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. Residents would be able to conveniently walk or bike to the Lake Perris State Recreation Area to the south. Residents will be able to make use of RTA bus routes and connections to the Metro and Amtrak station west of I-215. Enhanced transit, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and trams to job centers including the World Logistics Center will further optimize transit and</p>

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	travel by all modes as part of the Project's TDM plan. Thus the Project will enhance the range of transportation options in the City and reduce VMT.
Policy C.5-1: Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.	Consistent. VMT is reduced through the Project's land use design, which plans a premier mixed-use, urban village and downtown center within the geographic "center" of the City and designs to integrate in a manner that maximizes walkability and bikeability, and encourage daily interaction between the mix of complementary land uses. The site will provide opportunities for residents and visitors to live, work, recreate, shop, and dine within walking and biking distance. Enhanced transit, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and trams to job centers will further optimize transit and travel by alternative transportation modes.
Policy C.5-3: Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution.	Consistent. Biking will be encouraged as an alternative to vehicular travel. The lake promenade and trail system will connect bicyclists to the community and beyond. In addition, bike lanes and shared streets will be incorporated throughout the community and connect to existing bike routes on adjacent roadways including at Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr.
Policy C.5-4: Particularly in corridors and centers, work with transit service providers to provide first rate amenities to support pedestrian, bicycle, and transit usage, such as bus shelters and benches, bike racks on	Consistent. Existing bus stops surround the site and are provided at various locations along Lasselle St., Iris Ave., Nason Street, John F. Kennedy Dr., Gentian Ave, and at the Riverside University Health System Medical

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buses, high-visibility crossings, and modern bike storage.	<p>Center. Specifically, the Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215. RTA buses include bike racks on all fixed route buses.</p> <p>Tram shelters will be provided as part of the Project. The Project will discuss with RTA the opportunity to provide first rate amenities to support transit usage and accommodate additional transit stops within the site.</p>
Action C.5-E: Integrate transit access and information systems into employment centers, major destinations and new multi-family residential development.	<p>Consistent. The Project will discuss with RTA the opportunity to integrate transit access and information systems into the Town Center area and the within multi-family neighborhoods.</p>
Action C.5-F: Develop a Park Once strategy to promote walkability in mixed use centers and corridors.	<p>Consistent. The size and scale of the Project plans for an integrated, connected downtown center neighborhood intended to maximize walkability and encourage day-to-day interaction between the mix of complementary land uses within the Project area. The lake promenade, sidewalks, and multi-use trails will further encourage walking and biking in lieu of automobile use in the City's Downtown Center.</p>

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Parks and Public Services Element	
<p>Goal PPS-1: Provide and maintain a comprehensive system of quality parks, multi-use trails, and recreational facilities to meet the needs of Moreno Valley's current and future population.</p>	<p>Consistent. 80 acres of parks, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails would be implemented with the project. These park facilities will be designed to meet a variety of passive and active recreational needs. The interconnected lake promenade and trail system will encourage walking and biking and be accessible for use by nearby existing residents, new residents of the community, visitors, and workers of the nearby medical facilities. The lake will provide opportunities for water-based recreation, such as swimming, rowing and boating. The parks will include areas to accommodate performances and outdoor gatherings, and will also include a variety of parks supporting active and passive recreation. The residential uses will also include private recreation facilities for their residents and guests, which may include courtyards, pools, gyms, parks, playgrounds, community open space, gyms, and other facilities. In addition, the Project includes 40 acres of elementary school and middle school uses, which would provide additional recreational facilities to meet the needs of the City's current and future population.</p>
<p>Policy PPS.1-1: Increase the acreage of parks in Moreno Valley to serve the needs of the growing population and maintain a standard of three acres of parkland per 1,000 residents.</p>	<p>Consistent. The Project will increase City parkland and meet the City's parkland standard. Onsite, the Project would provide 80 acres of parks, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails. The Project will further be</p>

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	conditioned to either pay the City's DIF fee or construct and dedicate an additional 65 acres of park facilities offsite. The Project would thereby provide 145 total acres of parkland for the additional approximately 48,450 residents that would be housed by the Project, meeting the City's ratio of three acres of parks per 1,000 residents.
Policy PPS.1-2: Require that proponents of new development projects contribute to the acquisition and development of adequate parks and recreational facilities within the community, either through the dedication of park land and construction of facilities, or the payment of in-lieu fees.	Consistent. The Project would provide 80 acres of parks onsite, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails. The Project would further be conditioned to either construct and dedicate an additional 65 acres of park facilities offsite or pay the in-lieu DIF fee, which contributes to the acquisition and development of adequate parks and recreational facilities within the community.
Policy PPS.1-3: Locate new parks in the generalized locations shown on Map PPS-1 so that all residents have easy access to a park from their home. New parks should be located outside of the 65 dbl noise contour (see Map N-3) and be accessible by transit	Consistent. As shown on Map PPS-1, several parks currently surround the site which would be accessible to its residents, including among others Vista Lomas Park, Parque Amistad, Woodland Park, Celebration Park, and Fairway Park. Map PPS-1 identifies the site for a potential Central Park location. 80 acres of park features will be provided with the Project, including the previously approved 40-acre lake complex acting as a "central park" facility, a 15-acre lake promenade feature, and 25 acres of other additional parks. The lake and lake promenade will provide a centralized area for public recreation and entertainment with family-friendly amenities, while also providing pedestrian and bicycle connectivity to the hospitals and residential areas. The parks, including the lake and lake

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	promenade, are designed to be located centrally within the site, which is outside the 65 db CNEL existing noise contours shown on Map N-3.
Policy PPS.1-4: Design and construct parks, public spaces and recreational facilities for flexible use, energy efficiency, adaptability over time, and ease of maintenance.	Consistent. The parks, public space, and recreational facilities will be designed for a variety of passive and active recreational uses including performances and outdoor gatherings, walking, biking, rowing, boating, sports fields, and play areas. The facilities will be designed to include drought tolerant landscaping, groundcovers, and enhanced hardscape materials to define the character of the community while minimizing maintenance and water needs. Energy efficient and shielded LED lighting will reduce maintenance needs and be sensitive to night sky conditions.
Policy PPS.1-5: Use site design, landscaping, lighting, and traffic calming measures to create safe parks and open spaces integrated with adjacent developments.	Consistent. The parks, including the lake and lake promenade, are designed to be located centrally within the site with trail and sidewalk connections integrated with adjacent developments. The plant design for the community will help create an integrated sense of place and transition between the park and open spaces areas and more refined planting within the new residential uses and existing adjacent developments. Landscaping will be used to provide a physical and visual buffer between the existing adjacent development and new community, while maximizing the maintenance of views. Energy efficient and shielded LED lighting will ensure public safety while preventing spillover onto adjacent properties and protecting night sky conditions. Traffic calming measures

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	including roundabouts will help create a pedestrian-friendly sense of place.
Policy PPS.1-9: Design and construct the multi-use trail network to connect parks, plazas, and open spaces within the community and promote access to these spaces.	Consistent. The lake promenade and multi-use trail network will connect the community and provide access to the mix of complementary retail, restaurant, recreation, residential, hotel, and school uses. The neighborhood and trail design is intended to maximize walkability and will connect and promote access to the parks, plazas, and open spaces within the community.
Action PPS.1-A: Prioritize the creation of a Central Park facility in the Downtown Center large enough to serve as an amenity and a focal point for the whole community and a draw for visitors from the wider region.	Consistent. 80 acres of park features will be provided with the Project, including the previously approved 40-acre lake complex acting as a “central park” facility, a 15-acre lake promenade feature, and 25 acres of other additional parks. The Town Center, lake, and lake promenade will provide centralized areas for public recreation and entertainment with family-friendly amenities that will serve as an amenity and focal point for the community and draw for visitors from the wider region.
Goal PPS-2: Locate, design, and program public facilities as contributors to neighborhood quality of life.	Consistent. Public facilities are allowed uses onsite. Neighborhood parks and open space will be located and designed to meet the needs of the neighborhood, provide open space, and promote quality of life.
Policy PPS.2-1: Provide community centers, arts/cultural facilities, libraries, and other community-oriented facilities and programming, ensuring they respond to the diverse interests, needs, ages, and cultural backgrounds of Moreno Valley residents at reasonable costs and are distributed equitably and conveniently throughout Moreno Valley.	Consistent. Public facilities such as arts/cultural facilities, community centers, libraries, etc. are allowed uses within the Project and may be provided in the Town Center to help meet the needs of the community.

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Policy PPS.2-2: Encourage privately operated and community-based recreation opportunities, such as climbing gyms, fitness centers, yoga studios, dance schools and other hobby-oriented businesses.	Consistent. Private and community-based recreation such as climbing gyms, fitness centers, yoga studios, etc. are allowed uses within the Project.
Goal PPS-3: Provide for responsive police and fire services that ensure a safe and secure environment for people and property.	Consistent. Police and fire services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing facilities onsite or elsewhere in the City. Such development would be subject to review and approval by the City fire and police departments as to sizing, location, and need. The Project must also satisfy the City's conditions of approval, including those related to police and fire services.
Policy PPS.3-6: Continue to require that new development make a fair share funding contribution to ensure the provision of adequate police and fire services.	Consistent. Police and fire services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing facilities onsite or elsewhere in the City.
Goal PPS-4: Provide for utilities and infrastructure to deliver safe, reliable services for current and future residents and businesses.	Consistent. The applicant previously secured the required permits to address impacts to onsite drainages, including the flood control channel traversing the project site. The site's master drainage and flood control improvements have been completed. In 2007, as contemplated by the Aquabella 2005 Specific Plan Amendment, the Riverside County Flood Control and Water Conservation District completed drainage channel improvements, within the southeast

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	<p>portion of the project site. In addition, the applicant has completed all required mitigation, pursuant to the applicable section 404, 401 and 1602 permitting, for the improvements. The installed concrete and earthen channel (and associated basin) are continually maintained in conformance with permit requirements. These improvements ensure that adequate storm drain system capacity is maintained.</p> <p>In addition, in 2011, as contemplated by the Aquabella 2005 Specific Plan Amendment, Nason Street, which traverses the Project site, was realigned and widened to a 4-lane divided roadway. Nason Street was a crucial capital improvement project for the City.</p> <p>In 2007, the applicant also obtained permits to drill and test two deep groundwater wells on the project site pursuant to Riverside County Department of Health Permit No. 33248. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. This additional water source can and will be used in implementing and maintaining the project's lake features.</p> <p>The Specific Plan Amendment outlines the improvements that will be made to ensure that public water, sewer, drainage, and other backbone facilities needed for each project phase are constructed prior to or concurrent with initial development within that phase. Prior to development of any phase of the project, "will serve" letters from utility providers will be required, demonstrating that adequate water and sewer service capacity exists or will be available to serve the proposed development in a timely manner.</p>

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Policy PPS.4-2: Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provision.	Consistent. The Specific Plan Amendment outlines the improvements that will be made to ensure that public water, sewer, drainage, and other infrastructure facilities are timely constructed to prevent any possible gaps in service.
Policy PPS.4-3: Prior to the approval of any new development application, continue to require “will serve” letters from utility providers demonstrating that adequate water and septic or sewer service capacity exists or will be available to serve the proposed development in a timely manner.	Consistent. Will-serve letters will be required of utility providers prior to each phase of development.
Policy PPS.4-4: Whenever possible, project proponents should ensure that public water, sewer, drainage, and other backbone facilities needed for a project phase are constructed prior to or concurrent with initial development within that phase. It shall be the ultimate responsibility of the sponsor of a development project to assure that all necessary infrastructure improvements (including system wide improvements) needed to support project development are available at the time that they are needed.	Consistent. The Specific Plan Amendment outlines the improvements that will be made to ensure that public water, sewer, drainage, and other backbone facilities needed for each Project phase are constructed prior to or concurrent with initial development within that phase.
Policy PPS.4-6: Maintain a “dig once” policy to streamline the installation of infrastructure, minimize disruption from construction activities, and optimize coordination among responsible agencies and developers.	Consistent. Installation of infrastructure will be streamlined to the greatest extent to minimize disruption from construction activities and optimize coordination.
Safety Element	
Goal S-1: Protect life and property from natural and humanmade hazards.	Consistent. The Project is designed to protect life and property from natural and humanmade hazards, respectively. Among other things, the Project site is not located in a fire hazard severity zone; is not located

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	within an earthquake fault zone; and no known hazardous materials or contamination exists on the site. All structures at the site will be required to comply with the California Building Code, which will ensure structures are designed for seismic and fire safety. Development of structures intended for human occupancy will not occur within a 100-year floodplain unless a letter of map revision (LOMR) has been issued by FEMA prior to issuance of the certificate of occupancy. The street and storm drain flood control systems will be designed to accommodate 10-year and 100-year storm flows.
Policy S.1-1: Continue to restrict the development of habitable structures within Alquist-Priolo Earthquake Fault Zones consistent with State law.	Consistent. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone.
Policy S.1-4: Ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.	Consistent. All structures at the site will be required to comply with the California Building Code, which will ensure structures are designed for seismic safety and to retain their structural integrity when subjected to seismic activity. In addition, with the Original EIR, a geotechnical analysis was completed for the proposed project and recommendations were made to ensure geological safety. Mitigation was adopted requiring remedial grading to remove and recompact soils as directed by the geotechnical engineer. This mitigation will continue to be complied with in the implementation of the Project to ensure geological safety.
Policy S.1-7: Design, construct and maintain street and storm drain flood control systems to accommodate 10-year and 100-year storm	Consistent. The Project site's master drainage and flood control improvements have been completed. In 2007, as

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<p>flows respectively, employing “green infrastructure” techniques as feasible and appropriate. The storm drain system shall conform to Riverside County Flood Control and Water Conservation District master drainage plans and the requirements of the Federal Emergency Management Agency.</p>	<p>contemplated by the Aquabella 2005 Specific Plan Amendment, the Riverside County Flood Control and Water Conservation District completed drainage channel improvements, within the southeast portion of the project site. In addition, the applicant has completed all required mitigation, pursuant to the applicable section 404, 401 and 1602 permitting, for the drainage improvements. The installed concrete and earthen channel (and associated basin) are continually maintained in conformance with permit requirements. These improvements ensure that adequate storm drain system capacity is maintained.</p> <p>As with the prior iteration of the project, the Project will also make use of the lake complex for control of on-site storm water runoff. The lakes will be constructed to provide improved storm water quality, protect the groundwater and other drinking water supplies, and protect the downstream receiving waters. In order to accomplish this goal, the lakes will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. They will be lined to minimize the amount of make-up water necessary to maintain the water level. Isolated portions of the lake system may be filled and/or maintained with tertiary-treated water obtained from EMWD. The lakes containing tertiary-treated water will retain water to the level of a 100-year storm.</p>
<p>Policy S.1-8: Permit in the 100-year floodplain only that development which represents an acceptable use of the land in</p>	<p>Consistent. Since the prior Field Station and Aquabella project approvals, approximately 66 percent of the Project site (including</p>

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<p>relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas.</p>	<p>lakes) has been graded and Conditional and Final Letters of Map Revision (CLOMR and LOMR, respectively) issued by the Federal Emergency Management Agency (FEMA) demonstrating that grading has raised certain areas planned for structures outside of the 100-year floodplain. Prior to the construction of any habitable structure or critical facility within the current 100-year floodplain, the developer shall obtain a CLOMR from FEMA. Prior to the issuance of any permit to occupy habitable structures the developer shall obtain a LOMR or other such approval from FEMA that demonstrates that the structures are outside the 100-year flood plain.</p>
<p>Policy S.1-9: Encourage project designs that minimize drainage concentrations, minimize impervious coverage, utilize pervious paving materials, utilize low impact development (LID) strategies, and utilize best management practices (BMPs) to reduce stormwater runoff and minimize increases in downstream runoff resulting from new development.</p>	<p>Consistent. Extensive landscaped area will be provided onsite within setbacks, the streetscape, open spaces and parks, and the lake promenade, maximizing pervious areas throughout the site. The majority of stormwater runoff will drain to the lakes, which will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. This will minimize increases in downstream runoff resulting from the Project.</p>
<p>Policy S.1-10: Through development agreements and compliance with adopted master drainage plans and existing regulations, require that new development provide necessary storm drainage improvements and ensure that upstream stormwater generators fully address stormwater needs on their property.</p>	<p>Consistent. As discussed herein, master drainage improvements have been already been completed to address stormwater needs. In 2007, as contemplated by the Aquabella 2005 Specific Plan Amendment, the Riverside County Flood Control and Water Conservation District completed drainage channel improvements, within the southeast portion of the project site. In addition, the applicant has completed all</p>

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	required mitigation, pursuant to the applicable section 404, 401 and 1602 permitting, for the drainage improvements. The installed concrete and earthen channel (and associated basin) are continually maintained in conformance with permit requirements. These improvements ensure that adequate storm drain system capacity is maintained.
Policy S.1-22: Set new schools, housing, and care facilities a minimum of 100 feet back from high voltage power lines or substations.	Consistent. No high voltage power lines or substations are currently present on or within 100 feet of the Project site. The nearest above-ground power line is a 115-KV line owned by Southern California Edison and located across from Vista del Lago High School at Margaret Ave. and Lasselle St. The City's municipal electric utility provides power to the area through existing underground 12 KV electrical lines. Underground electric utilities will be extended throughout the project site from the intersections at Nason and Cactus, Oliver and John F. Kennedy, Morrison and Alessandro, and Iris and Nason.
Policy S.1-24: Regulate development on sites with known contamination of soil or groundwater to ensure that construction workers, future occupants, adjacent residents, and the environment are adequately protected from hazards associated with contamination.	Consistent. The previously prepared study of potentially hazardous materials shows that the Project site is uncontaminated by hazards/hazardous materials. Refer to the SEIR.
Policy S.1-25: Consistent with State regulations, require proper storage and disposal of hazardous materials to reduce the likelihood of leakage, explosions, or fire, and to properly contain potential spills from leaving the site.	Consistent. Any hazardous materials and waste associated with the property will be properly handled and stored in compliance with applicable federal, state and local requirements regarding removal and disposal. Further, as a mixed-use residential development project, the development is not

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	anticipated to require substantial storage or disposal of hazardous materials.
Goal S-2: Provide effective response to disasters and emergencies	Consistent. Police and fire services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing facilities onsite or elsewhere in the City. Payment of fees will support City efforts to provide sufficient fire, law enforcement, and first responder facilities and services. The police and fire department will participate in reviewing and commenting on the Specific Plan Amendment. Circulation at the site will provide appropriate connections, street widths, and turnaround circumference at any cul-de-sac or dead-end to facilitate emergency vehicular access and safe evacuations. Development will comply with applicable federal, state, and local standards. The Project is also located adjacent to two major hospital campuses in the event of an emergency, further bolstering effective emergency and disaster response.
Policy S.2-6: Continue to engage the Police and Fire departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for criminal activity and fire hazards and maximizes the potential for responsive police and fire services.	Consistent. The police and fire department will participate in reviewing and commenting on the Specific Plan Amendment. Fire hazards will be minimized through compliance with the California Building Code and Fire Code standards and development in this infill location. Fire safety related building standards would include, among numerous other requirements: fire sprinklers, fire resistance standards for fire doors, fire water flow requirements, fire hydrant spacing, and access road specifications.

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	Project design and operation will minimize the potential for criminal activity by providing efficient, shielded lighting in appropriate locations throughout the community and installing appropriate signage. Payment of fair share funding to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits will ensure sufficient fire and law enforcement facilities and services.
Goal S-3: Build community resilience to climate change.	Consistent. By focusing development in an infill area and enhancing an efficient transit and alternative/electric transportation network adjacent to major employment centers, the Project commits to reducing vehicular GHG emissions. The community will be developed using resilient materials including drought-tolerant landscaping and building materials that comply with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. Compliance with Title 24 will significantly reduce energy demand, reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling. Shade trees will be maintained throughout the site and in areas where people gather, throughout the site's lake promenade, parks, and open space. The lakes and lake promenade landscaping are anticipated provide a cooling effect in the nearby surrounding urban environment and negate urban heat island impacts. These project design features and materials, among

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	others, will ensure the community is built to be resilient to climate change.
<p>Policy S.3-6: Encourage the use of landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.</p>	<p>Consistent. The community will be developed using resilient materials including drought-tolerant landscaping and building materials that comply with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. In addition, the Project would implement certain voluntary measures identified in the Green Building Code. Site selection and design of an infill project that incorporates mixed-use commercial, retail, restaurant, and recreational uses in an area served by two major medical centers would be consistent with voluntary 2022 Green Building Code measures related to site selection and community connectivity for all or a portion of the site. The lakes and lake promenade landscaping are anticipated to provide a cooling effect in the nearby surrounding urban environment and reduce urban heat island impacts. Trees and other planting would be used to shade sidewalks, patios, driveways, and other paved areas. EV chargers and bicycle parking would be provided onsite. Thus, landscaping, building materials, and site design techniques would provide passive cooling and reduce energy demand of the Project.</p>
<p>Policy S.3-7: Require new development to provide and maintain shade trees suitable to local climatic conditions. A climate-appropriate strategy may involve planting mostly drought-tolerant native trees that</p>	<p>Consistent. Shade trees would be planted throughout the site consistent with the landscape design. Leafier trees would be provided at points where people gather.</p>

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may have less foliage, interspersed with leafier trees at points where people gather.	
Policy S.3-8: Assess the feasibility of implementing urban heat island mitigation technologies in public gathering places, including UV-reflective materials and coatings, porous pavement, evaporative cooling towers, or other technologies that can reduce surface and air temperature and mitigate for the effects of extreme heat.	Consistent. The lakes and lake promenade landscaping are anticipated to provide a cooling effect in the nearby surrounding urban environment and reduce urban heat island impacts. Trees and other planting would be used to shade sidewalks, patios, driveways, and other paved areas to further reduce surface and air temperatures. Building materials would comply with California Building Energy Efficiency Standards. The proposed project would use of light-colored, semi-reflective, or cool-roof technology for all roofing.
Noise Element	
Goal N-1: Design for a pleasant, healthy sound environment conducive to living and working.	Consistent. Located in a mostly residential infill area, the Project site is located in an area with lower noise levels consistent with residential and the surrounding medical uses. The Project is not anticipated to be a major generator of stationary noise. Projected noise sources include predominantly construction, traffic, and equipment noise (e.g., air conditioners, landscape equipment). Noise reduction strategies would be employed during construction consistent with the City's noise ordinance, Municipal Code section 11.80. Alternative transportation strategies would be employed at the site to reduce traffic noise, including promoting biking and walking, tram/ transit, ride-share, EVs, etc. Site design, use of structures, and landscaping would be used to buffer outdoor uses from traffic noise. Interior noise levels at the site would meet City and state

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	regulations, ensuring a healthy sound environment conducive to living and working.
Policy N.1-1: Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, the railroad, and within areas of aircraft overflight.	Consistent. The Project site is not located within the noise contours of March Air Reserve Base and is not located adjacent to freeways or the railroad. Site design, use of structures, and landscaping would be used to buffer outdoor uses from traffic noise on the adjacent major roadways (Nason Street, Iris Ave., Cactus Ave., and John F. Kennedy Drive.) Interior noise levels at the site would meet City and state regulations, ensuring a healthy sound environment conducive to living and working.
Policy N.1-2: Guide the location and design of transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.	Consistent. The Project does not include industrial noise uses or other major potential noise generators. Roadway design and the location of transit facilities onsite would be designed to minimize adverse effects to surrounding land uses.
Policy N.1-3: Apply the community noise compatibility standards (Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base/Inland Port Airport Land Use Compatibility (ALUC) Plan in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUC Plan.	Consistent. The Project site is not located within the noise contours of March Air Reserve Base. A noise study has been prepared that analyzes Project consistency with the community noise compatibility standards (Table N-1). Interior noise levels at the site would meet City and state regulations and comply with the SEIR's adopted noise-related mitigation measures; and, therefore, the Project would result in acceptable noise levels.
Policy N.1-4: Require a noise study and/or mitigation measures if applicable for all projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are	Consistent. A noise study has been prepared that analyzes Project noise impacts. Interior noise levels at the site would meet City and state regulations and comply with the SEIR's adopted noise-related mitigation measures;

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likely to generate noise in excess of these standards.	and, therefore, the Project would result in acceptable noise levels.
Policy N.1-5: Noise impacts should be controlled at the noise source where feasible, as opposed to at receptor end with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.	Consistent. The Project is not anticipated to be a major generator of stationary noise. Projected noise sources include predominantly construction, traffic, and equipment noise (e.g., air conditioners, landscape equipment). Noise reduction strategies would be employed during construction consistent with the City's noise ordinance, Municipal Code section 11.80. Alternative transportation strategies would be employed at the site to reduce traffic noise, including promoting biking and walking, tram/transit, ride-share, EVs, etc. Site design, use of structures and building orientation, and landscaping would be used to effectively buffer and dampen noise. Interior noise levels at the site would meet City and state regulations.
Policy N.1-6: Require noise buffering, dampening, or active cancellation, on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses.	Consistent. Outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses would be screened by walls and/or landscaping, which would result in noise buffering. . Refer to Chapters 5 and 6 of the Specific Plan Amendment.
Policy N.1-7: Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls where possible.	Consistent. Site design, use of structures and building orientation, and landscaping would be used to effectively buffer and dampen noise. Interior noise levels at the site would meet City and state regulations, including through the use of buffering, mechanical ventilation system or air conditioning systems, and sound-rated windows. Visible sound walls would be avoided.

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Goal N-2: Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.	Consistent. The Project is not anticipated to be a major generator of stationary noise that would have an adverse effect on the quality of life in the community. Alternative transportation strategies would be employed to reduce traffic noise related to the Project, including promoting biking and walking, transit, ride-share, EVs, etc. Site design, use of structures and building orientation, and landscaping would be used to effectively buffer and dampen noise impacts to existing residents surrounding the site and for future residents of the Project.
Policy N.2-1: Use the development review process to proactively identify and address potential noise compatibility issues.	Consistent. The Project is not anticipated to be a major generator of stationary noise and its proposed residential mixed uses are anticipated to be compatible with the surrounding residential, school, and medical uses. A noise study has been prepared that analyzes Project noise impacts. Interior noise levels at the site would meet City and state regulations and comply with the SEIR's work-related mitigation measures.
Policy N.2-3: Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, and sound attenuation devices.	Consistent. Construction would comply with the City's Municipal Code, section 11.80, which outlines limitations on construction activities and exceptions.
Environmental Justice Element	
Goal EJ-1: Reduce pollution exposure and improve community health.	Consistent. The Project site is not located adjacent to significant sources of toxic air contaminants (TACs). The Project would incorporate 80 acres of parks (comprised of the previously approved a 40 -acres of lakes, plus a 15-acre lake promenade, feature and

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	25 acres of other additional parks), trees, landscaping, recreation, and other amenities to reduce pollutant exposure, encourage healthy activity, and improve community health. Residents and visitors would also benefit from Project adjacency to two major medical campuses.
Policy EJ 1-1: Coordinate air quality planning efforts with other local, regional, and State agencies.	Consistent. A SEIR has been prepared for the Project that evaluates its potential air quality impacts. The draft SEIR will be circulated to local, regional, and State agencies for review and public comment.
Policy EJ 1-3: Require new development that would locate sensitive uses adjacent to sources of toxic air contaminants (TAC) to be designed to minimize any potential health risks, consistent with State law.	Consistent. The Project site is not located adjacent to sources of TACs.
Policy EJ 1-6: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.	Consistent. The majority (approximately 6 percent) of the Project site (including lakes) has already been graded. Construction and grading activities would be required to comply with City and South Coast Air Quality Management District (SCAQMD) rules related to construction activities. Specifically, the Project would be required to comply with SCAQMD Rules 402 and 403, which relate to the prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc. SEIR mitigation requires that equipment meeting CARB Tier 4 final standards be used to reduce diesel construction emissions.
Policy EJ 1-8: Support the incorporation of new technologies and design and construction techniques in new development that minimize pollution and its impacts.	Consistent. The majority (approximately 66 percent) of the Project site (including lakes) already has been graded. Construction and grading activities would be required to comply with City and South Coast Air Quality Management District (SCAQMD) rules related

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	<p>to construction activities including SCAQMD Rules 402 and 403, which relate to the prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc. Additionally, new technologies would be implemented, including mitigation requiring that equipment meeting CARB Tier 4 Final standards be used to reduce diesel construction emissions.</p> <p>In terms of design techniques minimizing pollution during operation, the community will be developed using resilient materials including drought-tolerant landscaping and building materials that comply with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. Compliance with Title 24 will significantly reduce energy demand, reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling.</p>
<p>Policy EJ.1-10: Coordinate with water service providers to ensure that sources of potable water are protected from contamination.</p>	<p>Consistent. Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes, thereby minimizing reliance on groundwater resources. On-site wells may provide water to assist in and filling and maintaining some or all of the lake features. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. Application of recycled water to open space areas will recharge the groundwater basin. Coordination with EMWD</p>

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	will occur prior to each phase of development and implementation of related infrastructure.
Policy EJ.1-12: Encourage use of cost-effective residential water filtration systems, providing information on product options and effectiveness on the City website.	Consistent. Tap water provided by EMWD is in compliance with federal health-based drinking water standards.
Policy EJ.1-13: Through the development review process, ensure that hazardous material-affected soil, groundwater, or buildings will not have the potential to adversely affect the environment or the health and safety of site occupants.	Consistent. A full study of potentially hazardous materials was previously prepared and indicated the site is uncontaminated by hazards/hazardous materials.
Goal EJ-2: Provide safe and sanitary housing for Moreno Valley residents of all ages, abilities, and income levels.	Consistent. The Project envisions a vibrant new housing development of 15,000 homes in a variety of housing types, including garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students to meet the needs of residents of all ages and abilities, and a variety of income levels.
Policy EJ.2-1: Continue to work with developers to expand Moreno Valley's affordable housing stock, including a range of housing types that meets the needs of seniors, large and small families, low- and middle-income households, and people with disabilities.	Consistent. The multi-family housing options provided by the Project would include housing affordable and available to seniors, large and small families, low- and middle-income households, and people with disabilities.
Policy EJ.2-2: Promote mixed-income development and the inclusion of affordable housing units throughout the city.	Consistent. Varied housing types provided by the Project will provide housing for residents of varying income levels.
Goal EJ-3: Expand access to high-quality, fresh and healthy food.	Consistent. Restaurants in the site's mixed-use Town Center will provide high-quality, fresh, and healthy food options among other opportunities to work, recreate, and shop.

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Policy EJ.3-1: Promote the equitable distribution of healthy food retail and dining options throughout the city.	Consistent. By expanding the availability of healthy food retail and dining options in this underserved area of the City, the Project will promote the equitable distribution of healthy food.
Policy EJ.3-2: Encourage the development of healthy food outlets, small neighborhood markets, farmers' markets, and food cooperatives in/near homes by adopting flexible zoning standards to allow such uses where appropriate. Consider creation of a Healthy Food Zoning Overlay and allowing small-scale urban agriculture in specified areas of the city and as accessory uses, such as temporary on-site urban agriculture stands.	Consistent. The Project's Town Center hub and recreational areas will provide opportunities for small neighborhood markets and farmers markets.
Goal EJ-4: Encourage the active participation of local residents and businesses in civic life.	Consistent. Focusing new residential, mixed-use development on currently undeveloped land in the City's downtown center would provide vibrant gathering places, diversify the local economy, and provide a place where people can live, work, recreate, shop, and gather to participate and engage in the local community and civic life.
Healthy Communities Element	
Goal HC-1: Promote the health and well-being of those who live, work, and play in Moreno Valley.	Consistent. The health and well-being of those who live, work, and play in Moreno Valley will be promoted through the creation of a flexible land use plan that provides for homes, a mixed-use commercial hub, schools, parks (including the lake and promenade), open space, and public facilities and services framework within the center of the City.
Policy HC.1-3: Promote access to a diverse array of health services.	Consistent. Proximate to two major health campuses (Riverside University Health System Medical Center, the Kaiser

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	<p>Permanente Hospital), the Project will promote access to a diverse array of health services. The 300-room hotel onsite will provide an additional opportunity for medical tourism, where patients and visitors may come to also access health services at these facilities.</p>
<p>Policy HC.1-5: Promote broad awareness of the recreation opportunities offered in Moreno Valley. Provide recreation programs in a variety of locations to make participation convenient.</p>	<p>Consistent. The Project will create integrated lake, lake promenade, parks, and schools features and implement pedestrian-friendly, bicycle, and multi-use trails network to provide a welcoming and vibrant gathering places for the City's residents and visitors. Appropriate signage will be installed onsite in a variety of locations.</p>
<p>Policy HC.1-6: Promote walking and bicycling as a safe and convenient mode of transportation.</p>	<p>Consistent. The Project will implement pedestrian-friendly, bicycle, and multi-use trails network, including the lake promenade, which will promote walking and bicycling as a safe and convenient mode of transportation. Bike lanes and shared streets will be incorporated through the Specific Plan area to complement the new and existing development in a way that promotes the human scale. These bike lanes will connect to existing Class II bike lanes on Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr.</p>
<p>Goal HC-2: Engage community members and community partners in efforts to create a healthier Moreno Valley.</p>	<p>Consistent. The Specific Plan Amendment represented the collaborative design vision of land use and design, marketing, and engineering professionals, together within input from agencies, residents, and the community at large. The resulting Project reflects the effort to create a healthier Moreno Valley through encouraging walking, biking, recreational activities, and socializing; providing food and dining options; reducing</p>

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	commute times by locating homes proximate to job centers; supporting the adjacent health care systems; and promoting environmental sustainability.
Policy HC.2-2: Create “People Places” such as public plazas with seating, art, and play features near shopping and business districts. Promote public spaces that foster positive human interaction and healthy lifestyles.	<p>Consistent. The lake, lake promenade, Town Center and parks will provide the predominant “People Places” onsite. The lakefront will provide a location for restaurants adjacent to the water, and the lake will incorporate fountain features and entertainment to make the most of stunning lakefront views. The lake promenade will provide a continuous trail and walkway around the lake, and will include amenities such as stylized gardens, follies, amphitheaters, bandstands, picnic areas, cafes, kiosks, canoe and kayak rentals, piers, and a concierge comfort facility. Public art would also be incorporated into the area surrounding the lake and within the Town Center.</p> <p>The Town Center will be designed to provide gather places adjacent to the restaurants, cafes, boulangerie-patisserie, shopping, and other businesses. Major gathering areas would also be provided within parks. Parks throughout the site will include lawns for passive and active recreation, game courts, shaded children’s play facilities, group shade structures, family picnic / cooking facilities, landscaping, and other amenities including restroom facilities.</p> <p>Mixed uses and residential areas would also foster social interaction through incorporating courtyards, patios, balconies, and other features.</p>
Policy HC.2-3: Encourage development and display of public art to promote the history,	Consistent. Garden design, public art, and heritage trees incorporated into the Project

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heritage, culture and contemporary identity of Moreno Valley.	will celebrate and promote the history of Moreno Valley. The lake will also feature vistas to San Gorgonio Mountain, paying appropriate tribute to a distinguishing City view.
Policy HC.2-4: Provide recreation programs responding to the diverse interests, needs, ages and cultural backgrounds of Moreno Valley residents.	Consistent. Diverse recreation will be facilitated by the Project's lake and lake promenade, extensive trail and walkway system, and public parks and open space, and public and private recreational amenities. Recreational activities would include activities such as walking, biking/e-biking, riding scooters, swimming, boating, kayaking and canoeing, paddle-boarding, sports, picnicking, meditation, playground activities, yoga, and private recreational amenities (e.g., gyms, rock climbing, etc.). The diverse interests, needs, ages, and cultural backgrounds of Moreno Valley residents will accordingly be met.
Policy HC.2-5: Expand opportunities for residents to volunteer their time and talents to contribute to community health and quality of life. Expand opportunities for interaction between community members, elected officials, commission members, and City staff and for partnerships between the City and community groups that revolve around making Moreno Valley a healthier place for all residents. Expand opportunities for residents to socially connect across generations and cultures at the neighborhood level and citywide.	Consistent. As discussed at Policy HC.2-2, the Project will provide numerous opportunities for interaction between community members. The Project also allows for the development of civic uses and hosting of civic activities onsite, which would allow for additional community interaction across generations and cultures, and with elected and appointed officials.
Policy HC.2-6: Provide and encourage community events that promote cultural understanding and a shared sense of pride in Moreno Valley.	Consistent. The lake, lake promenade, Town Center and parks will provide large gathering places and piazzas onsite that may host community events. The lakefront will incorporate amphitheaters and bandstands.

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	The Town Center will be designed to provide gather places adjacent to the restaurants, cafes, shopping, and other businesses. Major gather areas would also be provided within parks, including cooking areas and group shade structures. The site would play host to festivals and other public and community events, which would promote cultural understanding and a shared sense of pride in the City.
Policy HC.2-7: Focus on youth engagement (28.7 percent of city's population is under 18 years-old).	Consistent. The numerous recreational and entertainment amenities provided at the site would engage area youth. Youth would be able to take advantage of recreational activities would include activities such as walking, biking/e-biking, riding scooters, swimming, boating, kayaking and canoeing, paddle-boarding, sports, picnicking, playground activities, yoga, and private recreational amenities (e.g., gyms, rock climbing, etc.). Entertainment would also engage youth, including lake's fountain and entertainment features, festivals, and other events that may be hosted at the site.
Goal HC-3: Promote a variety of businesses that help support community health.	Consistent. Proximate to two major health campuses (Riverside University Health System Medical Center, the Kaiser Permanente Hospital), the Project will promote access to a diverse array of health services. The 25 acres of commercial uses onsite will provide an additional opportunity for medical tourism, where patients and visitors may come to also access health services at these facilities. Restaurants, retail, and recreational opportunities will be available at the Project site for its residents and surrounding residents and workers, supporting community health.

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Policy HC.3-3: Support high-quality affordable and convenient access to a full range of traditional and alternative primary, preventive, emergency, and specialty health care options.	Consistent. The Project site will provide convenient resident and visitor access to the Riverside University Health System Medical Center and Kaiser Permanente Hospital, which provide a range of traditional and alternative primary, preventive, emergency, and specialty health care options.
Policy HC.3-4: Encourage new public facilities, schools, parks, recreational facilities and commercial, office, and medical buildings to provide drinking fountains and reusable water bottle filling stations.	Consistent. Schools, parks, and recreational facilities will provide drinking fountains and reusable water bottle filling stations.
Policy HC.3-6: Encourage equitable distribution of healthy food retail and dining options in all commercial and employment areas of Moreno Valley.	Consistent. The Project will expand the availability of healthy food retail and dining options proximate to several commercial and employment centers, including Riverside University Health System Medical Center, Kaiser Permanente Hospital, Moreno Valley College, and the World Logistics Center.
Open Space and Resource Conservation Element	
Goal OSRC-1: Preserve, protect, and enhance natural resources, habitats, and watersheds in Moreno Valley and the surrounding area, promoting responsible management practices.	Consistent. Most of the Project site consists of graded, disturbed land that does not contain natural resources, habitat area, or naturally occurring watersheds. The Project will create resources onsite by providing 80 acres of parks, comprised of the previously approved 40-acres of lakes, a 15-acre lake promenade feature and 25 acres of other additional parks and recreation facilities. The lake ecosystem would serve to help support avian and other species. A small pocket of habitat exists on the ungraded eastern portion of the Project site, adjacent to the drainage channel. The Project proposes to preserve this habitat as open space, thereby preserving and protecting the resources, habitat, and watershed in that area. Adjacent to the southeast portion of the

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	Project site, the drainage channel – which includes both a concrete and earthen channel as well as previously enhanced habitat area – would be avoided and preserved. The applicant previously completed all required mitigation for the drainage channel pursuant to the applicable section 404, 401 and 1602 permitting. This area is continually maintained in conformance with prior permit requirements.
Policy OSRC.1-5: Design stormwater detention basins as multi-use amenities providing recreation, aesthetic value, and wildlife habitat along with flood control.	Consistent. As with the prior iteration of the project, the Project will make use of the lake complex for control of on-site stormwater runoff. The lakes will be constructed to provide improved storm water quality, protect the groundwater and other drinking water supplies, and protect the downstream receiving waters. To accomplish this goal, the lakes will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. They will be lined to minimize the amount of make-up water necessary to maintain the water level. The lake complex will provide this stormwater detention value while also being used for recreational activities (boating, swimming, kayaking, canoeing), providing recycled water for irrigation, providing aesthetic value for the community, and helping to support avian and other species.
Policy OSRC.1-7: Require that grading plans include appropriate and feasible measures to minimize erosion, sedimentation, wind erosion and fugitive dust. Particularly in hillside areas, new roadways and trails should follow natural contours to minimize grading.	Consistent. Initially, a significant portion of the site (approximately 65%) already has been graded subject to erosion control requirements. The Project site does not include hillside areas. As the Project is implemented, it will adhere to public agency requirements regarding erosion control

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	through final grading plans, erosion control plans, storm water pollution prevention plans and water quality management plans which have been reviewed and approved by the respective agencies. Grading will also be subject to SCAQMD and City regulations, including SCAQMD's Rule 403 regarding control of fugitive dust.
Policy OSRC.1-8: Cooperate with federal, State, and local regulatory agencies as well as non-profit organizations to promote the responsible stewardship of natural resources and habitats within the planning area.	<p>Consistent. Most of the Project site consists of graded, disturbed land that does not contain natural resources, habitat area, or naturally occurring watersheds.</p> <p>Qualified biologists have conducted on-site surveys and made recommendations, as necessary, regarding treatment of on-site habitat areas and species. Regarding the small pocket of habitat on the ungraded eastern portion of the Project site, adjacent to the drainage channel, the Project proposes to preserve this habitat as open space. The Project will cooperate with the appropriate agencies and organizations in complying with applicable laws and regulations, including the County MSHCP and in obtaining any applicable permits (e.g., Section 404, 401, etc.)</p>
Policy OSRC.1-9: Ensure that adverse impacts on sensitive biological resources, sensitive natural communities, sensitive habitat, and wetlands are avoided or mitigated to the greatest extent feasible as development takes place.	<p>Consistent. Most of the Project site consists of graded, disturbed land that does not contain natural resources, habitat area, or naturally occurring watersheds.</p> <p>Qualified biologists have conducted on-site surveys and made recommendations, as necessary, regarding treatment of on-site habitat areas and species. Regarding the small pocket of habitat on the ungraded eastern portion of the Project site, adjacent to the drainage channel, the Project proposes to avoid development of this habitat and preserve this as open space.</p>

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<p>Policy OSRC.1-10: In areas where development (including trails or other improvements) has the potential for adverse effects on special status species, require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species at the proposed development site. If special-status species are determined to be present, require incorporation of appropriate mitigation measures as part of the proposed development prior to final approval.</p>	<p>Consistent. Qualified biologists have conducted on-site surveys and made recommendations, as necessary, regarding treatment of on-site habitat areas and species. As detailed therein, most of the Project site consists of graded, disturbed land where no special-status species are present.</p>
<p>Policy OSRC.1-11: Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to mitigate impacts to such areas.</p>	<p>Consistent. Qualified biologists have conducted on-site surveys and made recommendations, as necessary, regarding treatment of on-site habitat areas and species. As detailed therein, most of the Project site consists of graded, disturbed land where no special-status species are present. Mitigation has been incorporated to minimize the impacts of development adjacent to biologically sensitive areas.</p>
<p>Policy OSRC.1-14: Coordinate with public and private entities to link regional open spaces with a network of paths and trails, including connections to Moreno Valley's Multi-Use Trail System.</p>	<p>Consistent. The Project's trail system and bike lanes will connect the onsite residential, retail, restaurant, recreational, hotel, school, community facilities and other uses with offsite communities and regional open spaces. Residents and visitors would be able to connect to improved trails along Cactus Avenue to the east, as well as to the scenic Lake Perris State Recreation Area south of the site via sidewalks, trails, and bike paths in order to take advantage of its myriad of recreational activities, including camping, picnicking, fishing, swimming, water sports, hiking, equestrian, and boating uses.</p>
<p>Policy OSRC.1-15: Expand the City's network of multi-use trails and provide connections</p>	<p>Consistent. The Project's trail system and bike lanes will connect the onsite residential</p>

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from residential and commercial areas within the city to surrounding hillsides, ridgelines, open spaces and other scenic areas.	and commercial areas to scenic areas and open spaces. Initially, the onsite lake promenade will provide a scenic multi-use trail for future residents and visitors alike within the site. Connections offsite extend to the Lake Perris State Recreation Area, San Jacinto Wildlife Area.
Policy OSRC.1-16: Provide sufficient resources for the maintenance of trails and staging areas through a combination of grant funding, city resources, and volunteer efforts.	Consistent. Funding for the maintenance of trails and staging areas provided with the Project will be assured through compliance with performance standards requiring adequate financing concurrent with each development phase. Financing will occur via the funding mechanisms set forth in the Specific Plan Section 7.3.7, Financing and Maintenance of Improvements.
Policy OSRC.1-17: Continue to participate in regional efforts to proactively manage surface and groundwater resources and ensure their long-term health and viability, including the development and implementation of the San Jacinto Groundwater Basin Groundwater Sustainability Plan (Basin Plan).	Consistent. The West San Jacinto Basin Groundwater Sustainability Plan (“GSP”) has confirmed that the Moreno Valley area is not currently in overdraft, and groundwater water levels have increased in the area since the 1970’s. Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes, thereby minimizing reliance on groundwater resources. On-site wells may provide water to assist in filling and maintaining some or all of the lake features. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. This additional water source can and will be used in implementing and maintaining the project’s lake features. Water management will also be assured through numerous conservation practices. Water will be conserved onsite through the use of native and drought-tolerant plants in landscaping. Compliance with Title 24

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	building standards will significantly strengthen water conservation, as well. In addition, through the implementation of sophisticated BMPs, the lakes will act to treat and store runoff onsite, conserving water resources that would otherwise be wasted and promoting the health of the groundwater basin. These actions will proactively assist in management of both surface and groundwater resources.
Policy OSRC.1-18: Preserve natural drainage courses in their natural state to the extent feasible.	Consistent. Most of the Project site consists of graded, disturbed land that does not contain natural drainage courses. The small area of drainage on the ungraded eastern portion of the Project site, adjacent to the drainage channel, will be preserved as-is. In the area outside of the Project boundary in the southeast portion of the site and as contemplated by the Aquabella 2005 Specific Plan Amendment, the Riverside County Flood Control and Water Conservation District completed drainage channel improvements to ensure that adequate storm drain system capacity is maintained. The applicant has completed all required mitigation, pursuant to the applicable section 404, 401 and 1602 permitting, for these drainage improvements. The improvements include both an installed concrete and earthen channel (and associated earthen basin), which are continually maintained in conformance with permit requirements. The Project does not propose to alter this drainage.
Policy OSRC.1-19: Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff while implementing best practices for stormwater pollution prevention.	Consistent. Extensive landscaped area will be provided onsite within setbacks, the streetscape, open spaces and parks, and the lake promenade, providing pervious areas throughout the site. The majority of stormwater runoff will drain to the lakes, which will be designed as a storm water best

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	management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. This will limit increases in downstream runoff resulting from the Project.
Policy OSRC.1-20: Facilitate groundwater recharge in Moreno Valley by encouraging development projects to use Low Impact Development (LID) practices such as bioretention, porous paving, and rainwater harvesting systems, and by encouraging private property owners to design or retrofit landscaped or impervious areas to better capture storm water runoff.	Consistent. Groundwater recharge will be encouraged through the use of LID development practices including bioretention, porous paving, and limiting impervious areas. In addition, through the implementation of sophisticated BMPs, the lakes will act to treat and store runoff onsite, conserving water resources that would otherwise be wasted and minimizing offsite drainage. EMWD would also provide the Project with recycled (tertiary-treated) water for irrigation and isolated segments of the lakes. Application of this recycled water to open space areas will help to recharge the groundwater basin.
Policy OSRC.1-21: Continue to regulate new commercial and industrial activities as well as construction and demolition practices to minimize discharge of pollutants and sedimentation into the stormwater drainage system.	Consistent. Initially, a significant portion of the site (approximately 65%) already has been graded subject to erosion control and stormwater sedimentation requirements. As the Project is implemented, it will adhere to public agency requirements through compliance with storm water pollution prevention plans and water quality management plans which have been reviewed and approved by the respective agencies. During Project operation, street and storm drain flood control systems will be designed to accommodate 10-year and 100-year storm flows. As with the prior iteration of the project, the Project will also make use of the lake complex for control of on-site storm water runoff. The lakes will be constructed to provide improved storm water quality, protect the groundwater and other drinking

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	water supplies, and protect the downstream receiving waters. In order to accomplish this goal, the lakes will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. They will be lined to minimize the amount of make-up water necessary to maintain the water level. Isolated portions of the lake system may be filled and/or maintained with tertiary-treated water obtained from EMWD. The lakes containing tertiary-treated water will retain water to the level of a 100-year storm.
Policy OSRC.1-22: Allow new development to use individual wells only where an adequate supply of good quality groundwater is available.	Consistent. Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes, thereby minimizing reliance on groundwater resources. On-site wells may provide water to assist in filling and maintaining some or all of the lake features. In 2007, the applicant obtained permits to drill and test two deep groundwater wells on the project site pursuant to Riverside County Department of Health Permit No. 33248. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. This additional water source can and will be used in implementing and maintaining the project's lake features. The West San Jacinto Basin Groundwater Sustainability Plan ("GSP") has confirmed that the Moreno Valley area is not currently in overdraft, and groundwater water levels have increased in the area since the 1970's.
Goal OSRC-2: Preserve and respect Moreno Valley's unique cultural and scenic	Consistent. A full study of potential cultural resources was previously prepared and

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resources, recognizing their contribution to local character and sense of place.	showed that there are no known archaeological, historical, cultural sites, or significant features were identified on the site and that the potential for significant cultural resources occurring on the property is low. The site is currently graded and undeveloped, surrounded by a chain link fence. However, distant views are provided across the site. Scenic resources will be preserved by developing complementary to adjacent uses and providing attractive architecture, gateway entry points, parks and open space, and the distinctive lake complex to create a sense of place.
Policy OSRC.2-4: Reduce or avoid visual intrusion from energy and telecommunications infrastructure. Encourage the undergrounding of utility lines wherever feasible and promote the use of “stealth” designs that locate wireless infrastructure on existing poles, buildings and other structures.	Consistent. Energy and telecommunications infrastructure will be provided underground.
Policy OSRC.2-8: Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.	Consistent. A full study of potential cultural resources was previously prepared and indicated there are no known archaeological, historical, cultural sites, or significant features were identified on the site and that the potential for significant cultural resources occurring on the property is low.
Goal OSRC-3: Use energy and water wisely and promote reduced consumption.	Consistent. The community will be developed consistent with current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which ensure the project uses energy and water in an efficient and non-wasteful manner.
Policy OSRC.3-1: Promote energy conservation throughout the community and	Consistent. The community will be developed consistent with current California

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encourage the use of renewable energy systems and technologies to supplement or replace traditional building energy systems.	Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. Compliance with Title 24 addresses solar PV renewable energy systems and will significantly reduce energy demand, reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling.
Policy OSRC.3-6: Encourage new development to incorporate as many water-wise practices as feasible in their design and construction.	Consistent. As described in the landscaping plan, drought tolerant, sustainable landscaping would be professionally maintained throughout the development. Water efficient infrastructure and irrigation would be used throughout the development. The Project will comply with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern water use and strengthen water conservation.
Policy OSRC.3-7: Conserve water through the provision of water-efficient infrastructure, drought tolerant plantings, and greywater usage to support public parks and landscaped areas.	Consistent. Drought tolerant, sustainable landscaping consistent would be professionally maintained throughout the development. Water efficient infrastructure and irrigation would be used throughout the development.
Policy OSRC.3-8: Conserve water through the planting and maintenance of trees, which will provide for the capture of precipitation and runoff to recharge groundwater, in addition to providing shading for other landscaping to reduce irrigation requirements. Ensure that any 'community	Consistent. Shade trees would be planted throughout the site.

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greening' projects utilize water-efficient landscape.	
Goal OSRC-4: Optimize the use of available resources by encouraging residents, businesses and visitors to reuse and recycle.	Consistent. Through its partnership with Waste Management, the franchise hauler, the City provides an array of programs and tools intended to support statewide waste reduction objectives. The hauler and City staff promote recycling programs through billing inserts, flyers, social media postings, site visits, and outreach to the various businesses and organizations. Moreover, the City takes proactive steps to ensure compliance with AB 341 and/or AB 1826 requirements. The Project would not inhibit implementation of these programs and would be required to comply with the City's Municipal Code regarding solid waste and recyclable material storage areas. (Municipal Code, Section 6.02.050)
Policy OSRC.4-1: Reduce the amount of solid waste disposed in landfills by promoting source reduction and recycling throughout Moreno Valley and by expanding the range of programs and information available to local residents and businesses, consistent with State requirements.	Consistent. Waste Management and City programs are promoting recycling and solid waste reduction. The Project would be required to comply with the City's Municipal Code regarding solid waste and recyclable material storage areas. (Municipal Code, Section 6.02.050)
Policy OSRC.4-2: Strive to reduce at source, recycle, or compost 75 percent of solid waste generated in the community from the year 2021 forward, consistent with State targets.	Consistent. The Project would be required to comply with the City's Municipal Code regarding solid waste and recyclable material storage areas. (Municipal Code, Section 6.02.050) Additionally, the City's Building Code requires development projects to complete and submit a Waste Management and Recycling Plan for approval prior to issuance of building permits. The Waste Management and Recycling Plan would identify the project type and estimate the amount of materials to be recycled

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	during construction. Through compliance with applicable regulations, the project would strive to meet this objective.
Housing Element	
Goal #1. Availability of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Moreno Valley residents.	Consistent. A diverse range of housing options will be provided with the Project, including garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students. The Project is complementary to and compatible with the mostly single-family, for-sale units surrounding the site. This balanced range of housing types will meet the current and changing needs of City residents.
Policy 1-1: Maintain sufficient land designated and appropriately zoned for housing to achieve a complimentary mix of single-family and multi-family development to accommodate Moreno Valley's Regional Housing Needs Assessment (RHNA) growth needs throughout the planning period.	Consistent. The Project site has been designated for residential mixed-use development since approval of the Field Station Specific Plan in 1999. The Project would build out this site designated for mixed-use residential with 15,000 multi-family homes to support and accommodate the City's RHNA growth needs. Estimated to be built out over 12-15 years, the Project would assist the City in meeting its 6 th Cycle RHNA allocation of 13,627 units, as well as future housing needs.
Policy 1-2: Promote development that provides a variety of housing types and densities based on the suitability of the land, including the availability of infrastructure, the provision of adequate services and recognition of environmental constraints.	Consistent. A diverse range of housing options will be provided with the Project, including garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students. The Project site is suitable for such development. It is located in infill area that is mostly already graded for development. Major infrastructure improvements have already been completed. The site is within existing service areas for

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	<p>utilities, and the Project would ensure adequate services are provided prior to implementation of each phase of development. There are no major environmental constraints that would preclude the development on this site.</p>
<p>Policy 1-3: Promote mixed use developments with a residential component and locate higher density residential development in proximity to employment, shopping, transit, recreation, and other services.</p>	<p>Consistent. The Project is a mixed-use development that would comprise 15,000 multi-family and workforce housing; a 25-acre mixed-use commercial and retail Town Center; 80 acres of parks, comprised of the previously approved 40-acre lake, a 15-acre lake promenade, and an additional 25 acres of parks; 40 acres of elementary and middle school sites; public services and facilities; infrastructure improvements; and other amenities.</p> <p>The Project site is proximate to major job centers in the City and region, including, Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center. The Lake Perris State Recreation Area, comprising approximately 8,800 acres of open space and recreation, is approximately one-half mile to the south of the Project site. Locally servicing commercial/retail uses are also found in the Project area.</p> <p>The Project is located along major transit routes. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle</p>

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	Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215.
Policy 1-6: Promote the construction of housing suitable for students near and in areas with good access to higher educational institutions, including Moreno Valley College.	Consistent. Located one mile from Moreno Valley College and eight miles from UCR, the Project will provide a range of multi-family residential rental housing options that will be suitable for students.
Goal #2. Suitable and affordable housing for persons with special needs, including housing for lower income households, large families, single parent households, the disabled, and senior citizens and shelter for the homeless.	Consistent. The Project will provide a variety of multi-family housing options which would include housing affordable and available to seniors, large and small families, low- and middle-income households, and people with disabilities.
Policy 2-1: Support innovative public, private, and non-profit efforts in the development of affordable housing, particularly for the special needs groups.	Consistent. This innovative, mixed-use Project will provide a variety of multi-family housing options which would include housing affordable and available to seniors, large and small families, low- and middle-income households, and people with disabilities.
Policy 2-2: Continue to encourage the development of rental units with three or more bedrooms to provide affordable housing for large families.	Consistent. The Project will develop a variety of rental housing types and floorplans, including units of three bedrooms or more.
Policy 2-3: Work with non-profit agencies and private sector developers to encourage the development of senior housing.	Consistent. While not specifically limited to seniors, the multi-family housing options provided by the Project would include housing affordable and available to seniors and adaptable for conversion for use by seniors and/or those with disabilities.
Policy 2-4: Encourage the development of residential units which are accessible to	Consistent. The multi-family housing options provided by the Project would include

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persons with disabilities or are adaptable for conversion to residential use by persons with disabilities.	housing affordable and available to seniors, large and small families, low- and middle-income households, and people with disabilities.
Goal #3. Removal or mitigation of constraints to the maintenance, improvement, and development of affordable housing, where appropriate and legally possible.	Consistent. The Project plans for a variety of multi-family housing to meet the changing needs of area residents and families and promote housing affordable to the area's workforce. Approval of the Project would mitigate current constraints to such housing that plan for significantly fewer and more expensive, single-family homes on the site.
Policy 3-4: Ensure that water and sewer providers are aware of the City's intentions for residential development throughout the City.	Consistent. Will-serve letters will be required of utility providers prior to each phase of development.
Goal #5. Enhanced quality of existing residential neighborhoods in Moreno Valley, through maintenance and preservation, while minimizing displacement impacts.	Consistent. The Project would develop an attractive, mixed-use residential community on an undeveloped infill site in a manner complementary to and compatible with the existing residential neighborhoods surrounding the site. No displacement would occur.
Policy 5-1: Work to preserve property values, correct housing deficiencies, bring substandard units into compliance with City codes, and improve overall housing conditions in Moreno Valley.	Consistent. The proposed landmark Town Center and surrounding residential community would preserve and increase property values in the surrounding area by providing a destination for future residents, current residents, and visitors to live, work, play, and shop. The Project would improve overall housing conditions in the City by providing 15,000 additional multi-family units in a variety of types to accommodate diverse housing needs. Housing may include garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students. The Project would assist the City in meeting

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	its 6 th Cycle RHNA allocation of 13,627 units, as well as future housing needs.
Policy 5-3: Encourage compatible design of new residential units to minimize the impact of intensified reuse of residential land on existing residential development	Consistent. The Project would develop an attractive, mixed-use residential community on an undeveloped infill site in a manner complementary to and compatible with the existing residential neighborhoods surrounding the site. The mixed-use area and densest housing would be located in the north-center portion of the site, furthest from the existing single-family residences. Multi-family residential housing on the site would be designed to be compatible with the surrounding area through architecture and design, sizing, landscaping, parks/open space, and other means.
Goal #6. Proactive energy conservation and waste reduction activities in all residential neighborhoods.	Consistent. The community will be developed using resilient materials including drought-tolerant landscaping and building materials that comply with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. Compliance with Title 24 will significantly reduce energy demand, reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling.
Policy 6-2: Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.	Consistent. Compliance with California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6) will conserve natural resources and energy and reduce energy use by future residents, which may result in cost reductions.

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<p>Policy 6-3: Encourage the use of building placement, design, and construction techniques that promote energy conservation, including green building practices, the use of recycled materials, and the recycling of construction and demolition debris. Solar panels will be required to be consistent with the ALUC Plan.</p>	<p>Consistent. California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. Compliance with Title 24 will significantly reduce energy demand, reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling.</p>
<p>Goal #7. Equal housing opportunity for all residents of Moreno Valley, regardless of race, religion, sex, marital status, ancestry, national origin, color, or handicap.</p>	<p>Consistent. The Project site will comply with all requirements of law relating to providing equal housing opportunities.</p>
<p>Policy 7-3: Diversify and expand the housing stock in Moreno Valley in order to better accommodate the varied housing needs of current and future residents.</p>	<p>Consistent. The Project will provide a diverse range of housing options along a spectrum of affordability to accommodate varied housing needs of current and future residents. Housing types could include garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students. The Project is complementary to and compatible with the mostly single-family, for-sale units surrounding the site.</p>
<p>Policy 7-4: Avoid the over-concentration of housing constructed expressly for lower income households in any single portion of any neighborhood.</p>	<p>Consistent. The Project will provide 15,000 multi-family and workforce housing options for all ages and income levels. Diverse housing options will be integrated and interconnected to the community, and will not concentrate lower income households in any single portion of any neighborhood.</p>

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8.2 Aquabella Consistency with 2006 General Plan

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Community Development Element	
<p>Goal 2.1 A pattern of land uses, which organizes future growth, minimizes conflicts between land uses, and which promotes the rational utilization of presently underdeveloped and undeveloped parcels.</p>	<p>Consistent. The Project is located in an area designated Downtown Center (DC) in the 2040 General Plan and which was previously designated for residential and commercial development in the 2006 General Plan. The Project will focus development within the City's downtown center in a manner that is complementary to adjacent and proximate uses. The Project balances development of up to 15,000 multi-family residences with 25 acres of supporting commercial and retail uses including hotel uses, 80 acres of parks (comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks); and 40 acres of elementary school and middle school uses to promote an efficient land use pattern and reduce vehicle trip lengths. The Project site's surrounding area is urbanized with a variety of residential densities, education, medical, and other uses. By maximizing development of this undeveloped infill area for housing, jobs, recreation, and public facilities, the Project will discourage sprawl into open space areas surrounding the City and integrate into the land use pattern of the existing community. Conflicts between land uses would be minimized.</p> <p>The Project would support the demand for workforce, education, and other multi-family housing by developing homes proximate to major job centers in the City and region (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center). This would allow residents to live and work locally, cutting</p>

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	<p>commute times and improving air quality. The Project site is also located along major transit routes and would support frequent and reliable transit service and other multi-model transportation measures, including walking and biking. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215.</p>
<p>Goal 2.2 An organized, well-designed, high quality, and functional balance of urban and rural land uses that will meet the needs of a diverse population, and promote the optimum degree of health, safety, well-being, and beauty for all areas of the community, while maintaining a sound economic base.</p>	<p>Consistent. The design of the Project focuses on creating a premier urban village and downtown center that interfaces and connects with existing, adjacent health care facilities. Project design will include prominent focal points, gathering places and landmarks such as public plazas throughout the urban pedestrian trail fabric; an integrated lake, lake promenade, parks, and schools features; and pedestrian-friendly, bicycle, and multi-use trails to provide welcoming and vibrant gathering places for the City's residents and visitors. The sustainable mixed-use neighborhood will provide places for people to live, work, recreate, and shop – all linked to the lakes, lake promenade, parks, schools, trails, and adjacent and proximate major job centers. High-quality restaurants and retail offerings will support a vibrant economic and social core within the Project's commercial center. The Project will provide a social gathering place for the region, and promote the</p>

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	<p>health, safety, well-being, and beauty of the community through quality design and strategic land use planning.</p> <p>By implementing a high-quality, urban downtown center in this infill area designated for mixed-residential and commercial uses, the Project will also discourage sprawl into rural and open space areas surrounding the City.</p>
<p>Goal 2.3 Achieves an overall design statement that will establish a visually unique image throughout the City.</p>	<p>Consistent. Traditional and contemporary design elements will integrate with the surrounding medical and residential uses, while creating a dynamic and cohesive mixed-use residential community centered on a Lake and destination Town Center. Signage, monumentation, multi-use trails and walkways, parks and gathering spaces, and a thoughtful streetscape design will maintain a consistent design thread throughout the Project and support the unique character-building underway within the Rancho Belago area of the City.</p>
<p>Goal 2.4 A supply of housing in sufficient numbers suitable to meet the diverse needs of future residents and to support healthy economic development without creating an oversupply of any particular type of housing.</p>	<p>Consistent. The Project would build out this site designated for mixed-use residential with 15,000 multi-family homes to support and accommodate the City's RHNA growth needs. Estimated to be built out over 12-15 years, the Project would assist the City in meeting its 6th Cycle RHNA allocation of 13,627 units, as well as future housing needs.</p> <p>A diverse range of housing options will be provided with the Project, including duplexes, duet, or paired homes, cluster and courtyard homes, townhomes, apartments, live/work homes, and homes available to students and seniors. The Project is complementary to and compatible with the mostly single-family, for-sale units surrounding the site. This balanced range of housing types will meet the current and changing needs of City residents. Further, the</p>

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	housing provided at the Project site will support the workforce of major job centers in the City and region, including Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center.
<p>Goal. 2.5 Maintenance of systems for water supply and distribution; wastewater collection, treatment, and disposal; solid waste collection and disposal; and energy distribution which are capable of meeting the present and future needs of all residential, commercial, and industrial customers within the City of Moreno Valley.</p>	<p>Consistent. Will-serve letters will be required of utility providers prior to each phase of development. Coordination with the appropriate entities prior to each phase of development and implementation of related infrastructure will ensure maintenance of adequate systems able to meet the present and future needs off the City.</p> <p><i>Water:</i> Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and the lakes, thereby minimizing reliance on groundwater and imported water resources. On-site wells are expected to provide water to assist in filling and maintaining some or all of the lake features. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. Application of recycled water to open space areas will recharge the groundwater basin.</p> <p><i>Wastewater:</i> Prior to development of any phase of the Project, "will serve" letters from utility providers will be required to demonstrate adequate sewer service capacity exists or will be available to serve the proposed development in a timely manner. Wastewater (sewer) flows and treatment will meet the standards set by EMWD. A "Plan of Service" was prepared by EMWD for the original Specific Plan. A revised Plan of Service will be prepared and approved by EMWD based upon this Specific Plan Amendment.</p>

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	<p><i>Solid Waste:</i> The Project would be required to comply with the City's Municipal Code regarding solid waste and recyclable material storage areas. (Municipal Code, Section 6.02.050) Additionally, the City's Building Code requires development projects to complete and submit a Waste Management and Recycling Plan for approval prior to issuance of building permits. The Waste Management and Recycling Plan would identify the project type and estimate the amount of materials to be recycled during construction. Through compliance with applicable regulations, the Project would strive to meet this objective.</p> <p><i>Energy:</i> Energy conservation will be promoted throughout the community. Among other things, the Project will comply with the requirements of California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. For energy needs not generated through onsite PV, the City of Moreno Valley will provide electric service to the Project. Southern California Gas Company provides natural gas service to the site. All new service lines within the Project will be constructed underground.</p>
Objective 2.1 Balance the provision of urban and rural lands within Moreno Valley by providing adequate land for present and future urban and economic development needs, while retaining the significant natural features and the rural character and lifestyle of the northeastern portion of the community.	Consistent. The design of the Project focuses on creating a premier urban village and downtown center that interfaces and connects with existing, adjacent health care facilities in the southern portion of the City. Project design will include prominent focal points, gathering places and landmarks such as public plazas throughout the urban pedestrian trail fabric; an integrated lake, lake promenade, parks, and schools features; and pedestrian-friendly, bicycle, and

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	<p>multi-use trails to provide welcoming and vibrant gathering places for the City's residents and visitors. The sustainable mixed-use neighborhood will provide places for people to live, work, recreate, and shop – all linked to the lakes, lake promenade, parks, schools, trails, and adjacent and proximate major job centers. High-quality restaurants, and retail offerings will support a vibrant economic and social core within the Project's commercial center. The Project will provide a social gathering place for the region, and promote the health, safety, well-being, and beauty of the community through quality design and strategic land use planning.</p> <p>By developing a high-quality, urban downtown center in this infill area designated for mixed-residential and commercial uses, the Project will also discourage sprawl into rural and open space areas surrounding the City, including to the northeast. Pedestrian and bike connections will provide access through the site's open space areas and to other significant natural features of the City, including Lake Perris State Recreation Area comprising approximately 8,800 acres of open space and recreation approximately one-half mile to the south of the Project site.</p>
<p>Objective 2.2 Provide a wide range of residential opportunities and dwelling types to meet the demands of present and future residents of all socioeconomic groups.</p>	<p>Consistent. The Project would build out this site designated for mixed-use residential with 15,000 multi-family homes to support and accommodate the City's RHNA growth needs. Estimated to be built out over 12-15 years, the Project would assist the City in meeting its 6th Cycle RHNA allocation of 13,627 units, as well as future housing needs.</p> <p>A diverse range of housing options will be provided with the Project, including duplexes, duet, or paired homes, cluster and courtyard homes, townhomes, apartments, live/work homes, and homes available to students and</p>

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	seniors. The Project is complementary to and compatible with the mostly single-family, for-sale units surrounding the site. This balanced range of housing types will meet the current and changing needs of City residents. Further, the housing provided at the Project site will support the workforce of major job centers in the City and region, including Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center.
Policy 2.2.1 In determining allowable density for residential parcels an "adjusted net acreage" shall be used. Adjusted net acres shall mean the land area that would remain after dedication of ultimate rights-of-ways for arterial streets, freeways and park dedications.	Consistent. Adjusted net acreage shall be used in determining the density of residential parcels in implementing the Project.
Policy 2.2.7 The primary purpose of areas designated <i>Residential 5</i> is to provide for single-family detached housing on standard sized suburban lots. The maximum allowable density shall be 5.0 dwelling units per acre.	Consistent. The Project requires approval of a Specific Plan Amendment (Amendment 2) to implement high density residential mixed uses on the site. With City approval of the Specific Plan Amendment, the Project will be consistent with permitted land uses. The Project provides uses complementary to and compatible with the mostly single-family, for-sale units surrounding the site, but that are better able to meet the current and changing needs of City residents. Single-family attached residences remain permitted under this Specific Plan Amendment.
Policy 2.2.9 The primary purpose of areas designated <i>Residential 15</i> is to provide a range of multi-family housing types for those not desiring dwellings on individual lots that include amenities such as common open space and recreational facilities. The maximum	Consistent. The Project requires approval of a Specific Plan Amendment (Amendment 2) to implement high density residential mixed uses on the site. With City approval of the Specific Plan Amendment, the Project will be consistent with permitted land uses.

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allowable density shall be 15.0 dwelling units per acre.	The Project provides uses complementary to and compatible with the surrounding area that are better able to meet the current and changing needs of City residents. Multi-family residences of up to 15 dwelling units remain permitted under this Specific Plan Amendment; however, the Amendment allows for greater density to maximize the infill potential of the site.
Policy 2.2.11 Densities in excess of the maximum allowable density for residential projects may be permitted pursuant to California density bonus law.	Consistent. The Project will be implemented consistent with California laws, including the density bonus law.
Policy 2.2.13 Discourage costly "leap-frog" development patterns by encouraging in-fill development wherever feasible, thereby reducing overall housing costs. Development within an area designated as SP 212-1 (Moreno Highlands) is not considered to be leapfrog development.	Consistent. The Project will discourage costly "leap-frog" development by focusing development on an infill site in the City's downtown center, proximate to jobs, education centers, recreation, and other existing uses. The Project balances development onsite as well, providing up to 15,000 multi-family residences, 25 acres of supporting commercial and retail uses, including hotel uses; 80 acres of parks (comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks); and 40 acres of elementary school and middle school uses in an efficient land use pattern and reduce vehicle trip lengths. The Project site's surrounding area is urbanized with a variety of residential densities, education, medical, and other uses. By maximizing development of this undeveloped infill parcel for housing, jobs, recreation, and public facilities, the Project will discourage leap-frog development consistent with this policy.
Policy 2.2.14 Encourage a diversity of housing types, including conventional, factory built, mobile home, and multiple family dwelling units	Consistent. A diverse range of housing options will be provided with the Project, including duplexes, duet, or paired homes, cluster and courtyard homes, townhomes, apartments,

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	live/work homes, and homes available to students and seniors. The Project is complementary to and compatible with the mostly single-family, for-sale units surrounding the site. This balanced range of housing types will meet the current and changing needs of City residents.
Policy 2.2.15 Encourage the use of innovative and cost effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.	Consistent. The community will be developed using innovative, energy, and water efficient materials including drought-tolerant landscaping and building materials that comply with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. Compliance with Title 24 will significantly reduce energy demand, reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling. Landscaping throughout the community will be drought tolerant and sustainable.
Policy 2.2.16 Affordable housing developments should be compatible in visual design with surrounding development.	Consistent. Any housing implemented as part of the Project will be subject to the design guidelines and development standards of this Specific Plan Amendment, except as may be modified by State law. This will ensure visual compatibility with surrounding development.
Policy 2.2.17 Discourage nonresidential uses on local residential streets that generate traffic, noise or other characteristics that would adversely affect nearby residents.	Consistent. Project noise sources include predominantly construction, traffic, and equipment noise (e.g., air conditioners, landscape equipment). Noise reduction strategies would be employed during construction consistent with the City's noise ordinance, Municipal Code section 11.80. Site design, Village Street design, use of structures

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	and building orientation, and landscaping would be used to effectively discourage non-residential use of residential Village Streets, and to buffer and dampen noise between uses and from traffic, including between residential and non-residential uses. Alternative transportation strategies would also be employed at the site to reduce traffic noise, including promoting biking and walking, transit, ride-share, trams, EVs, etc. Noise buffering, dampening, or active cancellation would be required on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses. Interior noise levels at the site would meet City and state regulations and comply with adopted noise-related mitigation measures.
Objective 2.3 Promote a sense of community and pride within residential areas through increased neighborhood interaction and enhanced project design.	Consistent. The Project will implement the long-held vision of the City to see the Aquabella site transformed into a mixed-use community of housing, commercial uses, a lake complex, and associated cultural, civic, and entertainment amenities. The Project maximizes and upgrades this vision, implementing an urban hub destination, 40-acre lake complex, parks, lake promenade, and 15,000 multi-family residential units to establish the social and recreational fabric of the community. Architectural design, landscaping, and monument features will further build a distinctive sense of place and pride at the site and in the City. The urban Town Center would act as a new, attractive social core and downtown center for the area, building a sense of place and providing visitor-serving uses. The proximity of residential multi-family homes to higher-education facilities including the University of California, Riverside (UCR) and Moreno Valley College would also help to attract higher-wage employers to the City and surrounding area.

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Policy 2.3.1 Within individual residential projects, a variety of floor plans and elevations should be offered.	Consistent. The Project supports implementation of a variety of floor plans and elevations connected by a central theme within the implementing Villages.
Policy 2.3.2 Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.	Consistent. The architectural design guidelines encourage articulated base treatments, changes in façade planes, fenestration treatments, canopies, recesses, step backs, columns, projecting elements, roof variations and projections, and other features to create depth and visual interest along residential facades.
Policy 2.3.3 Discourage the development of single-family residences with a bulk (building mass) that is out of scale with the size of the parcels on which they are located.	Consistent. To promote innovative design, optimize open space, and create community connectivity, the Project anticipates that all residences will be multi-family. However, single-family-type residences may be provided as cluster homes on smaller-than-typical lots and courtyard homes oriented towards a common courtyard. These more flexible land uses, combined with the development regulations set forth in Chapter 5 of the Specific Plan, are anticipated to provide a greater sense of place, openness, and connectivity, and will discourage single-family residences with a bulk that is out of scale with the parcel on which they are located.
Policy 2.3.4 Design large-scale small lot single family and multiple family residential projects to group dwellings around individual open space and/or recreational features.	Consistent. A diverse range of housing options will be provided with the Project, including duplexes, duet, or paired homes, cluster and courtyard homes, townhomes, apartments, live/work homes, and homes available to students and seniors. As discussed above, small lot cluster and courtyard-type housing is anticipated to be grouped around open space (courtyard) and recreational features. The Project would also provide 80 acres of parks, comprised of the previously approved a 40-acres of lakes, a 15-acre lake promenade, and 25

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	acres of public parkland, private recreation facilities, and trails, among other amenities. The precise location and size of open space and recreational features will be determined upon Project implementation.
<p>Policy 2.3.5 Ensure that all multiple family housing is well-designed, attractive and livable by:</p> <ul style="list-style-type: none"> • Ensuring all structures are architecturally compatible and include decorative architectural features and articulation in walls and roofs; • Providing adequate parking, walkways, lighting, landscaping, amenities and open space areas; • Providing private open space areas such as patios and balconies. 	<p>Consistent. The Project will provide an integrated community for the workforce, educators, students and other residents to enjoy, together with a variety of commercial, retail, recreational, social, and visitor-serving amenities. Attractive architecture, landscaping, lighting, open spaces, gateway entry points, the lake complex, lake promenade, and other amenities implement a high-quality development while assisting the City to meet its housing needs. The Project would provide 80 acres of parks, comprised of the previously approved a 40-acres of lakes, a 15-acre lake promenade, and 25 acres of public parkland, private recreation facilities, and trails, among other amenities. Consistency with the Planning Framework (Chapter 3), Development Standards (Chapter 5), and Design Guidelines (Chapter 6) of this Specific Plan will ensure all multi-family housing within the Project is well-designed, attractive, and livable.</p>
<p>Objective 2.4 Provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses.</p>	<p>Consistent. The Project provides for the creation of 25 acres of commercial and retail uses conveniently located within a high quality and vibrant Town Center. The Project site is proximate to job centers such as the World Logistics Center, Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, University of California, Riverside, Moreno Valley College, allowing for development of supportive multi-family housing, facilities, services, hotel and associated visitor-serving uses, and shops oriented to hospital staff, patients, and their families adjacent to the</p>

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	<p>existing hospital campuses. Design of the Town Center consistent with the Project's Design Guidelines will integrate complementary architecture, lighting, and landscaping in a manner that contributes to the creation of a vibrant mix of business, entertainment, residential, cultural, and civic activities and serves the retail needs of the community while and fostering public safety and pedestrian accessibility.</p> <p>The Project will provide a walkable and bikeable community proximate to these major area job centers. The Project is located along major transit routes. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215.</p> <p>Further, an efficient transportation network is a central tenet of the Project, which will provide enhanced transit and tram access, pedestrian, bicycle, and multi-use routes, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and shuttles to adjacent and proximate major job centers. Town Center streets will be designed to provide and intimate streetscape that provides for use by a mix of vehicles, pedestrians, bikes, e-bikes, and scooters, with convenient on- and off-street</p>

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	parking. Vehicular circulation will be designed to conveniently serve commercial and retail services.
Policy 2.4.4 An overlay district limiting land uses to those that are supportive and compatible with medical uses shall be established around the Riverside County Regional Medical Center and the Moreno Valley Community Hospital. The zoning regulations shall identify the particular uses and type of development permitted on each parcel.	Not Appealable (NA). The site is not and was not previously designated within the overlay district. Note, however, that the Project site has been designed to be supportive of the adjacent medical uses. The cutting-edge Town Center will be located proximate to the Riverside University Health System Medical Center and Kaiser hospital campus, creating a centralized and accessible core. High-quality restaurants and retail offerings, together with civic, cultural, and/or entertainment events, will activate this Town Center throughout the day and into the evening. Commercial uses may also include supportive medical uses. The integrated lake, lake promenade, parks, multi-use trails network, and schools features promote a walkable, bikeable, and active environment for residents, visitors, and workers to enjoy. Pedestrian bridges will complete connections over arterial streets to the Riverside University Health System Medical Center and over the drainage canal near Kaiser Permanente. The human scale design, parks, lakes, and trails strengthen the connectivity between the Project and adjacent uses, integrating into the rhythm of daily activity in the area. And the site's 15,000 dwelling units will provide workforce housing for hospital and medical center employees.
Policy 2.4.8 Orient commercial development toward pedestrian use. Buildings should be designed and sited so as to present a human-scale environment, including convenient and comfortable pedestrian access, seating areas, courtyards, landscaping and	Consistent. The Town Center plans for high-quality restaurants and retail offerings sited and designed at a human-scale with convenient pedestrian access. Seating areas, courtyards, landscaping, convenient pedestrian access to the public sidewalk, trails, Lake Promenade and Lake, and attractive architecture and

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convenient pedestrian access to the public sidewalk.	streetscape design will encourage pedestrian use.
Policy 2.4.9 Require reciprocal parking and access agreements between individual parcels where practical.	Consistent. The Project designs for efficient parking requirements that identify appropriate parking standards. Adjustments are permitted, including for shared parking as set forth in Section 9.11.070 of the City's Zoning Ordinance.
Policy 2.4.10 Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.	Consistent. Consistency with Chapter 4, Infrastructure, and Chapter 6, Design Guidelines, of this Specific Plan Amendment will ensure that design of internal roadways provide direct, visible access to all structures to eliminate unnecessary vehicle travel and improve emergency response.
Objective 2.8 The major purpose of specific plans is to encourage and promote the development of larger-scaled mixed-use developments for the purpose of providing adequate flexibility and innovation in residential building types, land use mixes, site design, and development concepts.	Consistent. The Specific Plan Amendment proposes flexible and innovative design to implement the long-planned development of the Aquabella site in the City's center. The Project proposes development of up to 15,000 multi-family residences; 25 acres of supporting commercial and retail uses including hotel uses; 80 acres of parks (comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks); and 40 acres of elementary school and middle school uses.
Policy 2.8.2 To the extent that development policies, land use standards, design guidelines, and other provisions of the adopted specific plans are, by their content, intended to address issues contained in the objectives, policies, and implementation programs of the Moreno Valley General Plan, and are inconsistent with the provisions of the General Plan, then the provisions of those specific plans shall be controlling; otherwise, all other	Consistent. To the extent the policies of the applicable General Plan conflict with this Specific Plan Amendment, the Specific Plan Amendment shall control. It is noted that at the time this analysis is being prepared, the 2040 General Plan Update, which was adopted and effective in June 2021, is the "operative" General Plan; however, the 2040 General Plan Update is the subject of litigation; therefore, this Specific Plan Amendment also includes an analysis of the

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provisions of the Moreno Valley General Plan shall remain in effect.	Project's consistency with the City's prior General Plan and zoning.
Objective 2.10 Ensure that all development within the City of Moreno Valley is of high quality, yields a pleasant living and working environment for existing and future residents, and attracts business as the result of consistent exemplary design.	Consistent. The Project will provide an integrated community for the workforce, educators, students and other residents to enjoy, together with a variety of commercial, retail, recreational, social, and visitor-serving amenities. Attractive architecture, landscaping, lighting, open spaces, gateway entry points, the lake complex, lake promenade, and other amenities implement a high-quality development while assisting the City to meet its housing needs. The Project would provide 15,000 homes, 25 acres of commercial and retail uses, including hotel uses, 80 acres of parks (comprised of the previously approved a 40-acres of lakes, a 15-acre lake promenade, and 25 acres of public parkland, private recreation facilities, and trails, among other amenities) and 40 acres of schools. Consistency with the Planning Framework (Chapter 3), Development Standards (Chapter 5), and Design Guidelines (Chapter 6) of this Specific Plan will ensure all multi-family housing within the Project is well-designed, attractive, and livable. The Project would attract higher-wage employers to the City by exemplifying attractive design and promoting adequate workforce housing proximate to major job centers in the City and region.
Policy 2.10.1 Encourage a design theme for each new development that is compatible with surrounding existing and planned developments.	Consistent. The Specific Plan Amendment envisions development of a series of Villages, each with an individual theme and identity carried throughout that Village's architectural style, landscaping, fencing, entry monumentation, and the use of streets and open spaces. The individual themes will comply with the broader design guidelines established for the Specific Plan area, which have been informed by the existing residential and medical uses, size

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	and massing, color palettes, landscaping, and traditional and contemporary architectural style and character of the surrounding community.
<p>Policy 2.10.2 Screen trash storage and loading areas, ground and roof mounted mechanical equipment, and outdoor storage areas from public view as appropriate.</p>	<p>Consistent. All service, trash/refuse, and storage areas visible from public areas (i.e., streets) will be screened with plant materials. Roof mounted and other mechanical equipment shall be screened as an integral aspect of building design consistent with the Project's Development Standards.</p>
<p>Policy 2.10.3 Require exterior elevations of buildings to have architectural treatments that enhance their appearance.</p> <ul style="list-style-type: none"> • A design theme, with compatible materials and styles should be evident within a development project; • Secondary accent materials, colors and lighting should be used to highlight building features; • Variations in roofline and setbacks (projections and recesses) should be used to break up the building mass. • Industrial buildings shall include architectural treatments on visible facades that are aesthetically pleasing. 	<p>Consistent. The architectural design guidelines provide for exterior elevations that have architectural treatments that enhance their appearance through traditional and contemporary design styles and materials, articulated base treatments, changes in façade planes, fenestration treatments, canopies, recesses, step backs, columns, projecting elements, roof variations and projections, and other features to create depth and visual interest along residential facades. Industrial uses are not proposed with the Project.</p>
<p>Policy 2.10.4 Landscaping and open spaces should be provided as an integral part of project design to enhance building design, public views, and interior spaces; provide buffers and transitions as needed; and facilitate energy and resource conservation.</p>	<p>Consistent. The Project proposes to create a vibrant economic and social core within the center of the City, including the lake features, lake promenade, and public spaces within the Town Center. Unified landscaping and pedestrian amenities will be incorporated into the Project to enhance public views and design, provide buffers and transitions, and conserve resources. Drought tolerant, sustainable landscaping would be professionally maintained throughout the</p>

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	<p>development. Water will be conserved onsite through this use of native and drought-tolerant plants in landscaping and appropriate irrigation. Shade trees will be maintained throughout the site and in areas where people gather, throughout the site's lake promenade, parks, and open space; and would be used to shade parking lots, sidewalks, patios, driveways, and other paved areas. The lakes and lake promenade landscaping are anticipated provide a cooling effect in the nearby surrounding urban environment and mitigate urban heat island impacts.</p> <p>The site will reduce energy usage through encouraging pedestrian, bike, and transit use by designing welcoming open space, trail, sidewalk, walkway, and tram and transit facilities. Pedestrian amenities will include tram and bus shelters, pedestrian safety treatments such as sidewalks, pedestrian bridges over arterials, street chokers, and improved crosswalks, and decorative elements such as street and trail lighting, benches, landscaping, etc. to further encourage energy and resource conservation.</p>
<p>Policy 2.10.6 Buildings should be designed with a plan for adequate signage. Signs should be highly compatible with the building and site design relative to size, color, material, and placement.</p>	<p>Consistent. Key entry gateway points, attractive architectural and streetscape design, and signage and monuments will strengthen the sense of arrival to the Town Center and project site. Appropriate signage consistent with the landscape design guidelines will be installed onsite in a variety of locations, utilizing natural materials and appropriate environmental graphics to contribute to the community and neighborhood character.</p>
<p>Policy 2.10.7 On-site lighting should not cause nuisance levels of light or glare on adjacent properties.</p>	<p>Consistent. Site lighting throughout the community will provide a level of safety while helping to define the character of the Project. Street, parking area, promenade, trail, and park</p>

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	lighting will each be designed to meet all city requirements. Lighting will complement the Project design, and all lighting will be designed to be hooded, downward facing, or otherwise directed to prevent spillover onto adjacent properties.
Policy 2.10.8 Lighting should improve the visual identification of structures. Within commercial areas, lighting should also help create a festive atmosphere by outlining buildings and encouraging nighttime use of areas by pedestrians.	Consistent. Site lighting throughout the community will provide a level of safety while helping to define the character of the Project. Accent lighting, sign lighting, park, trail, and other lighting will be provided to create a festive atmosphere and promote nighttime, pedestrian use of the Project site.
Policy 2.10.9 Fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.	Consistent. To activate the Project streetscape and create visual interest, accent walls, low patio walls, and seat walls may be incorporated as design elements, together with sidewalks and walkways, landscaping and trees, fenestration, outdoor seating areas, hardscaping, and artwork and water features within the Town Center. Walls may also be used for monumentation, to screen parking, service, refuse, and storage areas, and to screen mechanical and utility equipment. Screen walls will incorporate decorative elements and planting areas.
Policy 2.10.10 Minimize the use and visibility of reverse frontage walls along streets and freeways by such treatments as landscaping, berming, and "side-on" cul-de-sacs.	Consistent. The Project does not propose the use of reverse frontage walls. Screen walls as may be used for parking, service, refuse, and storage areas, and to screen mechanical and utility equipment will incorporate decorative treatments and landscaping. Berming and hedges may also be used to screen parking lots.
Policy 2.10.11 Screen and buffer nonresidential projects from adjacent residential property and other sensitive land uses when necessary to mitigate	Consistent. Aquabella's intimate mixed-use, design incorporates screening and buffer elements that would mitigate noise, glare, and other adverse effects between uses and to existing adjacent uses. Setbacks from streets and between buildings will incorporate extensive

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noise, glare and other adverse effects on adjacent uses.	landscaping, dense tree cover, walkways and multi-use trails. Parking areas, mechanical and utility equipment will be screened to reduce aesthetic and noise impacts to surrounding residences. To limit glare, clear glazing of windows is preferred and the use of highly reflective metal will be considered only for limited application as accent elements. Outdoor lighting would be directed onsite and shielded, consistent with dark sky principles.
Policy 2.10.12 Screen parking areas from streets to the extent consistent with surveillance needs (e.g. mounding, landscaping, low profile walls, and/or grade separations).	Consistent. Most of the Project's parking will be provided within parking garages, which will be located inside the building area. Where open parking areas are provided, they will be screened with a hedge or wall and canopy shade trees. On-street parallel parking will incorporate landscaping, shade trees, and planter areas.
Policy 2.10.13 Provide landscaping in automobile parking areas to reduce solar heat and glare.	Consistent. Shade trees and planting areas will be maintained in parking lots and other automobile parking areas (e.g., adjacent to buildings where parking stalls or drive aisles occur) to reduce solar heat and glare. Generally, in parking lots, trees will be provided; and a planting island be provided at the end of all parking aisles. Canopy shade trees in open parking lot areas will be planted. On-street parking will similarly be planted with trees. Angled parking will include a finger planter that runs the depth of the stall. The landscaping is anticipated to create a shade canopy and reduce solar heat and glare. The lakes and lake promenade landscaping are also anticipated provide a cooling effect in the nearby surrounding urban environment and mitigate urban heat island impacts.
Policy 2.10.14 Preserve or relocate existing mature trees and vegetation where practical. Mature trees shall be	Consistent. The majority (approximately 65%) of the site is currently graded and lacks any mature trees and vegetation.

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replaced when they cannot be preserved or relocated.	
Objective 2.11 Maintain a water system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses, including the provision of adequate fire flows.	Consistent. Water: Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes, thereby minimizing reliance on groundwater resources. Domestic and fire flows for this Specific Plan will meet the standards set by EMWD and the Moreno Valley Fire Department. On-site wells may provide water to assist in filling and maintaining some or all of the lake features. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. Application of recycled water to open space areas will recharge the groundwater basin.
Policy 2.11.1 Permit new development only where and when adequate water services can be provided.	Consistent. A will-serve letter will be required of EMWD prior to each phase of development.
Objective 2.12 Maintain a wastewater collection, treatment, and disposal system that is capable of meeting the daily and peak demands of Moreno Valley residents and businesses.	Consistent. Prior to development of any phase of the Project, a "will serve" letter from EMWD will be required to demonstrate adequate sewer service capacity exists or will be available to serve the proposed development in a timely manner. Wastewater (sewer) flows and treatment will meet the standards set by EMWD. A "Plan of Service" was prepared by EMWD for the original Specific Plan. A revised Plan of Service will be prepared and approved by EMWD based upon this Specific Plan Amendment.
Policy 2.12.1 Prior to the approval of any new development application ensure that adequate septic or sewer service capacity exists or will be available in a timely manner.	Consistent. Prior to development of any phase of the project, a "will serve" letter from EMWD will be required to demonstrate adequate sewer service capacity exists or will be available to serve the proposed development in a timely manner. Wastewater (sewer) flows and

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	treatment will meet the standards set by EMWD. A "Plan of Service" was prepared by EMWD for the original Specific Plan. A revised Plan of Service will be prepared and approved by EMWD based upon this Specific Plan Amendment.
Objective 2.13 Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provision.	Consistent. The Specific Plan Amendment outlines the improvements that will be made to ensure that public water, sewer, drainage, and other backbone facilities needed for each project phase are constructed prior to or concurrent with initial development within that phase. Will-serve letters will be required of utility providers prior to each phase of development.
Policy 2.13.1 Limit the amount of development to that which can be adequately served by public services and facilities, based upon current information concerning the capability of public services and facilities.	Consistent. The Specific Plan Amendment outlines the improvements that will be made to ensure that public water, sewer, drainage, and other backbone facilities needed for each project phase are constructed prior to or concurrent with initial development within that phase. Will-serve letters will be required of utility providers prior to each phase of development.
Policy 2.13.2 Unless otherwise approved by the City, public water, sewer, drainage and other backbone facilities needed for a project phase shall be constructed prior to or concurrent with initial development within that phase.	Consistent. The Specific Plan Amendment outlines the improvements that will be made to ensure that public water, sewer, drainage, and other backbone facilities needed for each project phase are constructed prior to or concurrent with initial development within that phase.
Policy 2.13.3 It shall be the ultimate responsibility of the sponsor of a development project to assure that all necessary infrastructure improvements (including system wide improvements) needed to support project development are available at the time that they are needed.	Consistent. The Specific Plan Amendment outlines the improvements that will be made to ensure that public water, sewer, drainage, and other backbone facilities needed for each project phase are constructed prior to or concurrent with initial development within that phase. The master developer and/or individual parcel developer will be responsible for identifying and implementing the necessary infrastructure improvements needed to support the proposed phase or segment of development prior to

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	issuance of any permit for occupancy of said phase or segment.
Policy 2.13.4 Encourage installation of advanced technology infrastructure, including, but not limited to, infrastructure for high-speed internet access and solar energy.	Consistent. High-speed internet access would be installed throughout the site. The community will be developed using advanced technology consistent with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. In addition, the Project would implement what are currently voluntary measures identified in the Green Building Code, including installation of EV charging throughout the site.
Objective 2.14 Establish and implement comprehensive solutions to the financing of public facilities that adequately distribute costs based on the level of benefit received and the timing of development.	Consistent. A facilities financing program is outlined in Chapter 7, Section 7.3.7, Financing and Maintenance of Improvements, of the Specific Plan Amendment. The financing program will assure the project “pays its way” concurrent with phasing through a variety of funding mechanisms.
Policy 2.14.1 Conduct periodic review of public facilities impact mitigation fees in accordance with state statutes to ensure that the charges are consistent with the costs of improvements. Utilize the service and mitigation standards contained in the Moreno Valley General Plan as the basis for determining improvement costs.	Consistent/NA. This policy generally outlines actions to be taken by the City; not individual development projects. The Specific Plan Amendment is nonetheless consistent with the recommendation that funding mechanisms for public and capital improvements include payment of certain public facilities impact mitigation fees/ development impact fees.
Policy 2.14.2 Promote the establishment of benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms in combination with programmed capital improvements to	Consistent. As set forth in Chapter 7, Section 7.3.7, Financing and Maintenance of Improvements, of the Specific Plan Amendment, benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms are

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eliminate existing public service and facility gaps, and to provide necessary facilities in advance of the impacts created by development.	anticipated to be used in combination with programmed capital improvements to eliminate existing public service and facility gaps, and to provide necessary facilities in advance of the impacts created by development.
Policy 2.14.3 Review development projects for their impacts on public services and facilities including, but not necessarily limited to, roadways, water, sewer, fire, police, parks, and libraries and require public services or facilities to be provided at the standards outlined in the Moreno Valley General Plan and the standards of applicable service agencies.	<p>Consistent. The SEIR contains an analysis of the Project's impact on public services and facilities in the associated Subsequent Environmental Impact Report (SEIR). Will-serve letters will be required of utility providers prior to each phase of development. Coordination with the appropriate entities prior to each phase of development and implementation of related infrastructure will ensure maintenance of adequate systems able to meet the present and future needs off the City.</p> <p><i>Roadways:</i> Transportation engineers Fehr & Peers and Urban Crossroads have completed a VMT and LOS assessment consistent with the City's traffic impact study guidelines. These analyses are provided in the SEIR. The Project will be conditioned to provide certain identified traffic improvements and pay such appropriate TUMF, DIF, and other applicable fees as determined by the City's impact fee schedule to ensure the provision of adequate transportation infrastructure to serve the development proposed by the Project.</p> <p><i>Water:</i> Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes, thereby minimizing reliance on groundwater resources. On-site wells may provide water to assist in filling and maintaining some or all of the lake features. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. Application of recycled water to</p>

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	<p>open space areas will recharge the groundwater basin.</p> <p><i>Wastewater:</i> Prior to development of any phase of the project, "will serve" letters from utility providers will be required to demonstrate adequate sewer service capacity exists or will be available to serve the proposed development in a timely manner. Wastewater (sewer) flows and treatment will meet the standards set by EMWD. A "Plan of Service" was prepared by EMWD for the original Specific Plan. A revised Plan of Service will be prepared and approved by EMWD based upon this Specific Plan Amendment.</p> <p><i>Fire and Police Services:</i> Police and fire services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing facilities onsite or elsewhere in the City. The City will identify fire and/or police facilities and services needs generated by the Project in connection with review of future implementing actions. Development will comply with applicable federal, state, and local code standards.</p> <p><i>Parks:</i> 80 acres of parks, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails would be implemented with the Project site. Additional park and recreation facilities shall be ensured through the condition that the Project provide additional off-site parkland and/ or contribute in-lieu fees consistent with the parkland standards and fee requirements of the City's Municipal Code and Fee Schedule.</p>

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	<i>Libraries:</i> Library services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing library facilities onsite or elsewhere in the City.
Objective 2.15 Ensure that all Moreno Valley residents have access to high-quality educational facilities, regardless of their socioeconomic status or location within the City.	Consistent. The Project proposes to develop 40 acres of elementary and middle schools, in addition to the previously completed Vista del Lago High School southwest of the Project site and existing schools (Landmark Middle School, Hendrick Ranch Elementary School, and La Jolla Elementary School), providing residents of the Project and area with access to high-quality educational facilities. In addition, the Project would provide 15,000 multi-family homes near Moreno Valley College and the University of California, Riverside, promoting access to higher education for City residents. The Project will provide walking, bike, car, and transit connections to Moreno Valley College.
Policy 2.15.1 Encourage an ongoing open liaison with all school districts regarding proposed school design and siting to maximize access and minimize impacts to adjacent uses.	Consistent. The Project proposes that 40 acres of the site will be devoted to the development of elementary and middle schools. These schools are shown as a floating land use on the Land Use Plan. The number and location of the schools will be determined after consultation with Moreno Valley Unified School District.
Objective 2.16 Maintain local library facilities and reserves in accordance with the following minimum standards: 0.5 square feet of library space and 1.2 volumes per capita.	Consistent. Adequate library services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing library facilities onsite or elsewhere in the City.
Policy 2.16.2 Provide for the expansion of library facilities as needed to keep pace	Consistent. Adequate library services will be ensured through the condition that the Project

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with the growing population of Moreno Valley.	make a fair share funding contribution to the City, subject to any fee credits.
Policy 2.18.4 Encourage the development of senior citizens independent living and congregate care facilities in locations with convenient access to social, commercial, and medical services.	Consistent. The Project plans for development of multi-family residential mixed uses, which may include senior housing, assisted living facilities, and convalescent or nursing homes. These senior facilities would be located proximate to Riverside University Health System Medical Center, Kaiser Permanente Moreno Valley campus, the Project's proposed downtown center social, shopping, and commercial area, and existing local shopping and commercial centers.
Parks, Recreation and Open Space Element	
Goal 4.2 To retain an open space system that will conserve natural resources, preserve scenic beauty, promote a healthful atmosphere, provide space for outdoor recreation, and protect the public safety.	Consistent. The Project's Town Center area will provide opportunities for recreation, shopping, and entertainment. The Project will provide 80 acres of parks, comprised of the previously approved 40 -acres of lakes, a 15-acre lake promenade feature and 25 acres of other additional parks and recreation facilities. The lake and lake promenade will offer expansive views to the mountains beyond a variety of recreational opportunities including walking, biking, hiking, picnicking, meditating, canoeing and kayaking, swimming, paddle boarding, and other passive and active recreational uses. Neighborhood parks would provide passive and active recreational amenities such as grass lawns, game courts, children's play facilities, group shade structures, picnic and cooking facilities, restrooms, seating, and trails. Landscaped, multi-use trails and walkways will traverse the site, connecting active and passive open space and parkland to the Town Center and neighborhoods. Project residents would also be able to take advantage of the myriad nearby recreational

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	<p>activities, including the Lake Perris State Recreation Area, which provides a myriad of recreational activities, including camping, picnicking, fishing, swimming, water sports, and boating. Additional park and recreation facilities shall be ensured through the condition that the Project provide additional off-site parkland and/or contribute in-lieu fees consistent with the parkland standards and fee requirements of the City's Municipal Code and Fee Schedule.</p> <p>The Project retains 13.1 acres of open space to preserve natural resources on the eastern portion of the site.</p>
<p>Objective 4.2 Provide safe, affordable and accessible recreation facilities and programs to meet the current and future needs of Moreno Valley's various age and interest groups and promote the provision of private recreational facilities.</p>	<p>Consistent. The Project will provide 80 acres of parks, comprised of the previously approved 40 -acres of lakes, a 15-acre lake promenade feature and 25 acres of other additional parks and recreation facilities. This parkland will be distributed throughout the Project and provide a variety of park sizes. Neighborhood parks would provide passive and active recreational amenities such as grass lawns, game courts, children's play facilities, group shade structures, picnic and cooking facilities, restrooms, seating, and trails. Landscaped, multi-use trails and walkways will traverse the site, connecting active and passive open space and parkland to the Town Center and neighborhoods. Both public and private parkland and recreation facilities will be provided.</p>
<p>Policy 4.2.1 Neighborhood parks shall serve as the day-to-day recreational areas of the City. Neighborhood parks should be within a reasonable walking distance of the population served. Community parks may also serve day-to-day recreation needs. That portion of the community and/or regional facilities</p>	<p>Consistent. The Project will provide a variety of park amenities to meet the needs of the community. Neighborhood parks would provide passive and active recreational amenities such as grass lawns, game courts, children's play facilities, group shade structures, picnic and cooking facilities, restrooms, seating, and trails. Landscaped, multi-use trails and walkways will</p>

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that provide similar amenities to those found in neighborhood parks shall also be considered as meeting this objective.	traverse the site, connecting active and passive open space and parkland to the Town Center and neighborhoods. Both public and private parkland and recreation facilities will be provided. The lake and lake promenade will provide the central park areas for the community, providing an extensive, centralized area for public recreation and entertainment with family-friendly amenities, while also providing pedestrian and bicycle connectivity to the hospitals and residential areas.
Policy 4.2.2 Community parks shall provide opportunities for participation in sports and related athletic activities, water-oriented recreation and other special interest activities (e.g. golf, tennis, equestrian, etc.).	Consistent. The 80 acres of park features will include the previously approved 40-acre lake complex, a 15-acre lake promenade feature, and 25 acres of other additional parks. The lake and lake promenade will offer a variety of recreational opportunities including walking, biking, hiking, picnicking, meditating, canoeing and kayaking, swimming, paddle boarding, and other passive and active recreational uses. Neighborhood parks would provide passive and active recreational amenities such as grass lawns, game courts, children’s play facilities, group shade structures, picnic and cooking facilities, restrooms, seating, and trails. Landscaped, multi-use trails and walkways will traverse the site, connecting active and passive open space and parkland to the Town Center and neighborhoods.
Policy 4.2.3 Employ a multifaceted approach in the financing and acquisition, development and maintenance of parkland, including the financing of parklands through development fees, state and federal grant-in-aid programs, gifts and donations, and other sources.	Consistent. 80 acres of parks, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails would be implemented with the Project site. Additional park and recreation facilities shall be ensured through the condition that the Project provide additional off-site parkland and/ or contribute in-lieu fees consistent with the parkland

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	standards and fee requirements of the City's Municipal Code and Fee Schedule.
Policy 4.2.4 Encourage special events (tournaments, festivals, celebrations) that reflect the uniqueness of Moreno Valley and contribute to community identity, cohesiveness and stability.	Consistent. The Town Center, lake and lake promenade will provide centralized areas for public recreation, entertainment, and special events. Project Development Standards and Design Guidelines allow development of outdoor amphitheatres and bandstands, and temporary outdoor events are permitted with a temporary use permit.
Policy 4.2.7 The City level of service standard is 3 acres of developed parkland for every 1,000 new residents. Exceptions from this ratio may be made in exchange for extraordinary amenities of comparable economic value. Land not suitable for active recreation purposes may not be counted toward fulfilling parkland dedication requirements.	Consistent. 80 acres of parks, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails would be implemented with the Project site. Additional park and recreation facilities needed to satisfy the City's level of service standard shall be ensured through the condition that the Project provide additional off-site parkland and/ or contribute in-lieu fees consistent with the parkland standards and fee requirements of the City's Municipal Code and Fee Schedule.
Policy 4.2.8 Encourage the development of recreational facilities within private developments, with appropriate mechanisms to ensure that such facilities are properly maintained and that they remain available to residents in perpetuity.	Consistent. 80 acres of parks, comprised of the previously approved 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails would be implemented with the Project site. Additional park and recreation facilities needed to satisfy the City's level of service standard shall be ensured through the condition that the Project provide additional off-site parkland and/ or contribute in-lieu fees consistent with the parkland standards and fee requirements of the City's Municipal Code and Fee Schedule. Chapter 7, Implementation, Section 7.3.7, Financing and Maintenance of Improvements, of the Specific Plan identifies funding mechanisms that may be used to ensure park facilities are appropriately

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	maintained in perpetuity (e.g., CFDs, HOAs, fee dedications, etc.)
Policy 4.2.9 In conjunction with the school districts, civic organizations, and other private, civic-minded entities, encourage and participate in the provision of organized recreational activities for Moreno Valley residents of all ages.	Consistent. The Town Center, lake and lake promenade will provide centralized areas for civic engagement, public recreation, entertainment, cultural events, and special events.
Policy 4.2.12 Include multi-functional spaces and facilities in parks to facilitate cultural events.	Consistent. The Town Center, lake and lake promenade will incorporate centralized areas for civic engagement, public recreation, entertainment, cultural events, and special events. The lake promenade design would include amphitheatres, bandstands, picnic areas, cafes, and other outdoor social spaces to facilitate cultural events.
Policy 4.2.17 Require new development to contribute to the park needs of the City.	Consistent. 80 acres of parks, comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails would be implemented with the Project site. Additional park and recreation facilities needed to satisfy the City's level of service standard shall be ensured through the condition that the Project provide additional off-site parkland and/ or contribute in-lieu fees consistent with the parkland standards and fee requirements of the City's Municipal Code and Fee Schedule.
Policy 4.2.18 Provide lighted sports fields to increase availability and utilization of courts and playing field facilities.	Consistent. The Project will provide a variety of park types to meet the needs of the community, including sports parks. Lighted sports fields may be provided, subject to requirements that lighting be properly hooded, shielded, and directed downward to prevent spillover.
Objective 4.3 Develop a hierarchical system of trails which contribute to	Consistent. The lake promenade and integrated trail system will connect the residential, retail,

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<p>environmental quality and energy conservation by providing alternatives to motorized vehicular travel and opportunities for recreational equestrian riding, bicycle riding, and hiking, and that connects with major regional trail systems.</p>	<p>restaurant, recreational, hotel, and other uses, providing a route that users can walk and bike along. Sidewalk improvements will be provided throughout the community to promote walking. Bike lanes will be incorporated through the Specific Plan area to complement the new and existing development in a way that promotes the human scale. These bike lanes will connect to existing Class II bike lanes on Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. Residents would be able to connect to the Lake Perris State Recreation Area via sidewalks, trails, and bike paths and take advantage of its myriad of recreational activities, including camping, picnicking, fishing, swimming, water sports, hiking, and boating.</p>
<p>Policy 4.3.1 The City's network of multiuse trails, including regional trails, community trails, and local feeder trails, shall (1) be integrated with recreational, residential and commercial areas, schools and equestrian centers; (2) provide access to community resources and facilities, and (3) connect urban populations with passage to hillsides, ridgelines, and other scenic areas.</p>	<p>Consistent. The Project's trail system and bike lanes will connect the onsite residential, retail, restaurant, recreational, hotel, school, community facilities and other uses with offsite communities. Residents and visitors would be able to connect to the scenic Lake Perris State Recreation Area via sidewalks, trails, and bike paths and take advantage of its myriad of recreational activities, including camping, picnicking, fishing, swimming, water sports, hiking, equestrian, and boating uses.</p>
<p>Policy 4.3.3 All new development approvals shall be contingent on trail right-of-way dedication and improvement in accordance with the Master Plan of Trails (Figure 4-5).</p>	<p>Consistent. The 2006 Master Plan of Trails identified trails along the arterials bordering the Project site (e.g., Cactus Ave, Iris Ave, Lasselle Street); however, the current 2040 General Plan does not identify trails within or surrounding the Project site. The Project proposes a network of multi-use trails adjacent to arterials (including Cactus Ave., Iris Ave, and Lasselle Street) and sidewalks and walkways along neighborhood streets consistent with the intent of this policy.</p>

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Policy 4.3.4 In conjunction with all development review, the City shall consider multiuse trail access and traditional travel routes through the property.	Consistent. The Project integrates both traditional travel routes and multiuse trails. Precise locations and sizes of trails and traditional travel routes will be determined upon implementation of the Specific Plan.
Policy 4.3.5 In conjunction with the review and approval of nonresidential developments, the City should consider the use of multiuse trail amenities such as hitching posts, benches, rest areas, and drinking facilities.	Consistent. Pedestrian, trail, and park amenities will include benches, rest areas, and drinking facilities.
Policy 4.3.7 Trail design and construction should take into consideration the safety and convenience of all trail users as the primary concern.	Consistent. Trail design and construction will consider safety and convenience in the selection of trail location, design, materials, and lighting.
Policy 4.3.8 The City should facilitate the development of a multiuse regional trail system.	Consistent. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, and other uses, providing a route that users can walk and bike along. Sidewalk improvements will be provided throughout the community to promote walking. Bike lanes and shared-use streets will be incorporated through the Specific Plan area to complement the new and existing development in a way that promotes the human scale. Residents and visitors would be able to connect to adjacent trails within the City and to the Lake Perris State Recreation Area.
Policy 4.3.9 Unless otherwise specified due to fire department requirements, access or as established by a specific plan, city trails along roadways shall be ten (10) feet wide and shall be constructed with decomposed granite or equal material and shall provide appropriate fencing or other devices	Consistent. Project arterial trails are designed as multi-use trails. Signage and a landscaped setback area will delineate and separate trails from the vehicular right of way.

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where needed to delineate trails from vehicular rights-of-way.	
Policy 4.3.10 Where firefighting access is required, trails shall be 20' wide to meet the needs of the Fire Department and its equipment. Fire Department requirements shall be met in all conditions where access is required.	Consistent. Fire truck access is intended to be provided from the street or via alleys between Project buildings. In the event a building-to-building setback is provide, the setback will be designed to accommodate a 20-foot fire lane and landscaped open space.
Policy 4.3.11 In unusual situations where legal or topographical barriers exist (e.g., excessive slope, the configuration of right-of-way, existing vegetation, etc.), the City shall have the discretion to amend the trail requirement as needed to accomplish the goals of this General Plan.	Consistent. The Project site is not anticipated to contain legal or topographical barriers to trails. Precise locations and sizes of trails and traditional travel routes will be determined upon implementation of the Specific Plan.
Policy 4.3.14 Where feasible, use drainage courses, utility rights-of-way and other such opportunities to incorporate trail and open space elements in the design of major development projects.	Consistent. The 40-acre lake and 15-acre lake promenade will make use of the lake feature in the design of the Project. In connection with the prior approvals, drainage channel improvements, was completed, which included the installation of both a concrete and earthen channel (and associated earthen basin) running through the southeast portion of the site. While this area has been removed from the Specific Plan area in light of having been previously completed, it utilizes drainage courses to provide notable open space. The Project will provide an open space area connecting to this drainage within the eastern portion of the site.
Circulation Element	
Goal 5.1 Develop a safe, efficient, environmentally and financially sound, integrated vehicular circulation system consistent with the City General Plan Circulation Element Map, Figure 9-1, which provides access to development	Consistent. The Project will implement a safe, efficient, environmentally and fiscally sound, and integrated circulation system as set forth in Chapter 4, Infrastructure of the Specific Plan Amendment.

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and supports mobility requirements of the system's users.	In 2011, as contemplated by the Aquabella 2005 Specific Plan Amendment, Nason Street, which traverses the project site, was realigned and developed to a 4-lane divided roadway that traverses the site north to south. Nason Street was a crucial capital improvement project for the City. The applicant dedicated roadway right-of-way to the City through the project site to assist in implementing this Nason Street improvement. Other roadway improvements were completed along Cactus Avenue consistent with the City's Circulation Element.
Goal 5.2 Maintain safe and adequate pedestrian, bicycle, and public transportation systems to provide alternatives to single occupant vehicular travel and to support planned land uses.	Consistent. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, and other uses, providing a route that users can walk and bike along. Sidewalk improvements will be provided throughout the community to promote walking. Bike lanes and "share the road" streets will be incorporated through the Specific Plan area to complement the new and existing development in a way that promotes the human scale. These bike lanes will connect to existing Class II bike lanes on Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. The proposed project's circulation system and the regional system with which it connects have been thoroughly studied by traffic engineers.
Objective 5.1 Create a safe, efficient and neighborhood- friendly street system.	Consistent. The Project will implement a safe, efficient, and neighborhood friendly street system as set forth in Chapter 4, Infrastructure, of the Specific Plan Amendment. Among other things, sidewalk improvements, landscaping/planting, and adequate lighting will be provided throughout the community.
Policy 5.1.1 Plan access and circulation of each development project to accommodate vehicles (including	Consistent. As discussed in Chapter 4, Infrastructure of the Specific Plan Amendment, and in the EIR prepared for the Project, access

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emergency vehicles and trash trucks), pedestrians, and bicycles.	and circulation improvements will be implemented with each phase of development to accommodate vehicle circulation, pedestrians, and bicycles. The Project's circulation system and the regional system with which it connects have been thoroughly planned and studied by transportation engineers and planners, to ensure adequate circulation and access, including ensuring adequate emergency access and accommodating trash trucks. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, hotel, and other uses, providing a route that users can walk and bike along. Sidewalk improvements will be provided throughout the community to further promote walking. Bike lanes and "share the road" streets will be incorporated throughout the community and connect to existing bike routes on adjacent roadways. Connections to existing Class II bike lanes would include connections to Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr.
Policy 5.1.2 Plan the circulation system to reduce conflicts between vehicular, pedestrian and bicycle traffic.	Consistent. The Project provides for high-quality roadway, trail, bike, and pedestrian improvements that maintain a safe and efficient transportation network, whether by walking, biking, or car.
Policy 5.1.3 Require adequate off-street parking for all developments.	Consistent. The Specific Plan Amendment provides for the application of efficient parking standards as set forth in Table 5-2. These standards will ensure adequate parking while avoiding the construction of unnecessary parking for implementing developments. While on-street parking is provided to activate the streetscape, most of the Project's parking will be provided within parking garages, which will be located inside the building area. Garden apartments may have open parking areas, which

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	will be landscaped and screened. It is further notable that the Project incorporates transit, pedestrian and bicycle routes, and other multi-modal transportation programs and technologies to move residents efficiently to and from major job centers and reduce the need for single-occupancy vehicles and on-site parking.
Policy 5.1.4 Driveway placement shall be designed for safety and to enhance circulation wherever possible.	Consistent. Driveway placement within implementing projects shall be designed for safety and to enhance circulation.
Policy 5.1.5 Incorporate American Disability Act (ADA) and Title 24 requirements in roadway improvements as appropriate.	Consistent. The Project will comply with applicable laws, including ADA and Title 24 requirements, in implementing roadway improvements.
Policy 5.1.6 Design new developments to provide opportunity for access and circulation to future adjacent developments.	Consistent. The Project is located in an infill area that is largely built out. A few remaining undeveloped parcels are located along the site's northern boundary. The Project's design will not impair access to those parcels from Cactus Street or Nason Avenue, and implementation of prior approvals has improved access to these parcels in a manner that would benefit future adjacent developments.
Objective 5.2 Implement access management policies.	Consistent. The Project will feed local neighborhood streets onto larger arterials in the City. Traffic calming measures such as roundabouts, street chokers, and landscaped medians will help create a pedestrian-friendly sense of place.
Policy 5.2.1 Locate residential units with access from local streets. Minimize direct residential access from collectors. Prohibit direct single-family driveway access on arterials and higher classification roadways.	Consistent. The Project will feed local neighborhood streets onto larger arterials. No direct single-family driveway access from arterials and higher classification roadways is planned to occur.

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Policy 5.2.2 Feed short local streets into collectors.	Consistent. The Project will feed local neighborhood streets onto larger arterials.
Policy 5.2.3 Encourage the incorporation of traffic calming design into local and collector streets to promote safe vehicle speeds.	Consistent. Traffic calming measures such as roundabouts, street chokers, and landscaped medians will help create a pedestrian-friendly sense of place and promote safe vehicle speeds.
Policy 5.2.4 Design new subdivisions to minimize the disruptive impact of motor vehicles on local streets. Long, broad and linear streets should be avoided. Residential streets should be no wider than 40 feet, and should have an uninterrupted length of less than one half mile. Curvilinear streets and cul-de-sacs are preferred. Streets within the subdivision should be designed to facilitate access to residences and to discourage through traffic.	Consistent. Project streetscapes will be designed at pedestrian scale, incorporating traffic calming measures such as roundabouts, street chokers, and landscaped medians to help create a pedestrian-friendly sense of place. Street design will encourage multi-modal uses to minimize motor vehicle impacts and incorporate crosswalks for safe pedestrian crossings. The Project will be designed to provide adequate, safe, and convenient access to residences consistent with the Design Guidelines.
Objective 5.3 Maintain Level of Service (LOS) "C" on roadway links, wherever possible, and LOS "D" in the vicinity of SR 60 and high employment centers. Figure 9-2 depicts the LOS standards that are applicable to all segments of the General Plan Circulation Element Map.	Consistent. Transportation engineers Fehr & Peers and Urban Crossroads have completed a VMT and LOS assessment consistent with the City's traffic impact study guidelines. These analyses are provided in the SEIR.
Policy 5.3.1 Obtain right-of-way and construct roadways in accordance with the designations shown on the General Plan Circulation Element Map and the City street improvement standards.	Consistent. In 2011, as contemplated by the Aquabella 2005 Specific Plan Amendment, Nason Street, which traverses the project site, was realigned and developed to a 4-lane divided roadway that traverses the site north to south. Nason Street was a crucial capital improvement project for the City. The applicant dedicated roadway right-of-way to the City through the project site to assist in implementing this Nason Street improvement. Other roadway improvements were completed along Cactus

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	<p>Avenue consistent with the City's Circulation Element.</p> <p>Other Project roadways will be constructed in accordance with the standards set forth in this Specific Plan Amendment, Chapter 4, Infrastructure.</p>
<p>Policy 5.3.2 Wherever feasible, promote the development of roadways in accordance with the City standard roadway cross-sections, as shown in Figure 9-3. Cross-sections range from two-lane undivided roadways to 8-lane divided facilities.</p>	<p>Consistent. As shown in Figures 6-1 and 6-7 of the Specific Plan Update, perimeter and internal arterials are designed as four-lane divided roadways, generally consistent with the City roadway cross-sections in Figure 9-3 of the 2006 General Plan.</p>
<p>Policy 5.3.4 For planning purposes, utilize LOS standards shown on Table 5 -1 to determine recommended roadway widths.</p>	<p>Consistent. To the extent feasible, roadways will be designed to meet LOS standards. It is noted that at the time this analysis is being prepared, the 2040 General Plan, which was adopted and effective in June 2021, is the operative General Plan; however, the 2040 General Plan Update is the subject of litigation; therefore, this Specific Plan Amendment also includes an analysis of the Project's consistency with the City's prior 2006 General Plan and zoning. The 2040 General Plan focuses on efficient circulation, in a manner that balances level of service (LOS) with other considerations and measures such as the City's commitment to complete streets to accommodate bicyclists and pedestrians, costs, safety, alternative transportation and transit, physical space, greenhouse gas emissions, community character, and vehicle miles traveled. The Project, too, focuses on balancing level of service with these other holistic circulation considerations.</p> <p>Transportation engineers Fehr & Peers and Urban Crossroads have completed a VMT and LOS assessment consistent with the City's traffic</p>

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	impact study guidelines. These analyses are provided in the SEIR.
Policy 5.3.5 Ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts. For this purpose, require new developments to participate in Transportation Uniform Mitigation Fee Program (TUMF), the Development Impact Fee Program (DIF) and any other applicable transportation fee programs and benefit assessment districts.	Consistent. The Project will be conditioned to pay such appropriate TUMF, DIF, and other applicable fees as determined by the City's impact fee schedule to ensure the provision of adequate transportation infrastructure to serve the development proposed by the Project.
Policy 5.3.6 Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible mitigation measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate left-turn and right-turn lanes at intersections, or other improvements.	Consistent. Transportation engineers Urban Crossroads have completed a LOS assessment consistent with the City's traffic impact study guidelines, which identifies locations where LOS C or D, as applicable, may be exceeded and recommends appropriate feasible mitigation that may be adopted as a condition of project approval. See the SEIR.
Policy 5.3.7 Provide consideration to projects that have overriding regional or local benefits that would be desirable even though the LOS standards cannot be met. These projects would be required to analyze traffic impacts and mitigate such impacts to the extent that it is deemed feasible.	Consistent. Transportation Urban Crossroads have completed a LOS assessment consistent with the City's traffic impact study guidelines, which identifies locations where LOS standards cannot be met. The City will consider whether Project benefits, such as the provision of 15,000 needed homes for the area's workforce, creation of a regional downtown core and urban destination center, and provision of a recreational lake and lake promenade provide overriding benefits that make the Project desirable even though certain LOS standards may not be met. See SEIR for the LOS assessment.

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Objective 5.5 Maximize efficiency of the local circulation system by using appropriate policies and standards to design, locate and size roadways.	Consistent. Project roadways will be constructed in accordance with the standards set forth in this Specific Plan Amendment, Chapter 4, Infrastructure, which will ensure roadways are appropriately designed, located, and sized.
Policy 5.5.2 Provide dedicated left-turn lanes at all major intersections on minor arterials and higher classification roadways.	Consistent. Dedicated left-turn lanes will be provided at all major intersections, except where such intersections have been replaced with roundabouts or traffic circles to improve traffic flow and safety.
Policy 5.5.3 Prohibit points of access from conflicting with other existing or planned access points. Require points of access to roadways to be separated sufficiently to maintain capacity, efficiency, and safety of the traffic flow.	Consistent. Key gateway entry points will provide access to the Project site along Cactus Street, Nason Street, and Iris Ave. Project roadways will be constructed in accordance with the standards set forth in this Specific Plan Amendment, Chapter 4, Infrastructure, which will ensure roadways are appropriately designed, located, and separated to maintain capacity, efficiency, and safety of traffic flow. The Project's circulation system and the regional system with which it connects have been thoroughly studied by transportation engineers and access points shown to sufficiently maintain the capacity, efficiency, and safety of the traffic flow.
Policy 5.5.4 Wherever possible, minimize the frequency of access points along streets by the consolidation of access points between adjacent properties on all circulation element streets, excluding collectors.	Consistent. Access points to outside the Project site will be consolidated along Cactus Street, John F. Kennedy Dr., Nason Street, and Iris Ave.
Policy 5.5.5 Design streets and intersections in accordance with the Moreno Valley Municipal Code.	Consistent. Project roadways will be constructed in accordance with the standards set forth in this Specific Plan Amendment, Chapter 4, Infrastructure, consistent with the Municipal Code Section 9.13.050, which describes how specific plans may be used to establish

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	standards and other criteria to implement transportation facilities in the area covered by the Specific Plan.
Policy 5.5.6 Consider the overall safety, efficiency and capacity of street designs as more important than the location of on-street parking.	Consistent. Project roadways will be constructed in accordance with the standards set forth in this Specific Plan Amendment, Chapter 4, Infrastructure, which will ensure roadways are appropriately and safely designed and located.
Policy 5.5.7 For developments fronting both sides of a street, require that streets be constructed to full width. Where new developments front only one side of a street, require that streets be constructed to half width plus an additional 12-foot lane for opposing traffic, whenever possible. Additional width may be needed for medians or left and/or right turn lanes.	Consistent. Chapter 7 of the Specific Plan Update, Implementation, provides that public facilities improvements will be implemented at the time of their need as the Project is developed; and the Project will be required to comply with the City's conditions of approval, including all required street improvements.
Policy 5.5.8 Whenever possible, require private and public land developments to provide on-site and off-site improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system. The City may require developers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.	Consistent. Transportation engineers Fehr & Peers and Urban Crossroads have completed a VMT and LOS assessment consistent with the City's traffic impact study guidelines. These analyses are provided in the SEIR. Onsite project roadways will be constructed in accordance with the standards set forth in this Specific Plan Amendment, Chapter 4, Infrastructure, to meet the needs of each phase of development.
Policy 5.5.9 Design curves and grades to permit safe movement of vehicular traffic per applicable Caltrans and Moreno Valley standards.	Consistent. The site is generally flat, without significant grades. Curves will be designed to ensure safe movement.

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Policy 5.5.10 Provide adequate sight distances for safe vehicular movement at all intersections and driveways.	Consistent. Project roadways will be constructed in accordance with the standards set forth in this Specific Plan Amendment, Chapter 4, Infrastructure, which will ensure roadways are safely designed and located, including providing for adequate sight distances. In addition, traffic calming measures such as roundabouts will be used where appropriate to promote safe vehicle speeds and movements at intersections.
Policy 5.5.11 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting water resources.	Consistent. The Project will be conditioned to implement NPDES BMPs related to the construction of roadways to control runoff as set forth in the SEIR.
Objective 5.8 Encourage development of an efficient public transportation system for the entire community.	Consistent. Residents will be able to make use of RTA bus routes, and connections to the Metro and Amtrak station west of I-215. Enhanced transit/a tram, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and shuttles to adjacent and proximate major job centers including the World Logistics Center will further optimize transit and travel by all modes and encourage an efficient public transportation system for the entire community.
Policy 5.8.1 Support the development of high-speed transit linkages, or express routes, that would benefit the citizens and employers of Moreno Valley.	Consistent. Residents will be able to make use of RTA bus routes and on-demand connections to the Metro and Amtrak station west of I-215. RTA may determine to implement additional high-speed transit and express routes in the City in the future. Enhanced transit/a tram, ridesharing, electric bicycles and vehicles, use of transportation network companies (Uber and Lyft), and intelligent transportation systems,

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	transportation demand management measures will be provided as part of the Project. In addition, shuttles provided as part of the Project would connect the site, Downtown Center, and its adjacent hospital complex to the World Logistics Center, benefitting citizens and employers in the City.
Policy 5.8.3 Encourage public transportation opportunities that address the particular needs of transit dependent individuals in the City such as senior citizens, the disabled and low - income residents.	Consistent. Residents will be able to make use of the onsite tram, RTA bus routes, and on-demand connections to the Metro and Amtrak station west of I-215. In addition, RTA provides Dial-A-Ride service for seniors and persons with disabilities. In addition, all fixed-route buses are accessible to persons with disabilities.
Policy 5.8.4 Ensure that all new developments make adequate provision for bus stops and turnout areas for both public transit and school bus service.	Consistent. Development will be coordinated with RTA for the planning of transit routes and bus stops within or adjacent to the Project site. Tram stops will also be provided at each neighborhood entry on arterial streets for convenient access. School bus service will be coordinated by MVUSD.
Policy 5.8.5 Continue on-going coordination with transit authorities toward the expansion of transit facilities into newly developed areas.	Consistent. Development will be coordinated with RTA for the planning of transit routes and bus stops within or adjacent to the Project site. Trams will operate on the public streets to connect the Town Center and Project neighborhoods with Riverside University Health System Medical Center, Kaiser Permanente Hospital, World Logistics Center, and the Moreno Valley March Field Train/MetroLink Station. Tram stops will be provided at each neighborhood entry on arterial streets for convenient access.
Objective 5.9 Support and encourage development of safe, efficient and aesthetic pedestrian facilities.	Consistent. The lake promenade and integrated trail system will provide safe and aesthetically pleasing connections within the Project, connecting the residential, retail, restaurant, recreational, hotel, and other uses. Sidewalk improvements will be provided throughout the

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	community. Site lighting and landscaping will be provided along trails and walkways, which will provide a level of safety and help to define the character of the community.
<p>Policy 5.9.1 Encourage walking as an alternative to single occupancy vehicle travel, and help ensure the safety of the pedestrian as follows:</p> <ul style="list-style-type: none"> • All new developments shall provide sidewalks in conformance with the City's streets cross-section standards, and applicable policies for designated urban and rural areas. • The City shall actively pursue funding for the infill of sidewalks in developed areas. The highest priority shall be to provide sidewalks on designated school routes. 	<p>Consistent. Sidewalks and trails within the community will encourage walking as a safe alternative to single-occupancy vehicle travel.</p>
<p>Policy 5.9.2 Walkways shall be designed to minimize conflicts between vehicles and pedestrians.</p>	<p>Consistent. Walkways will be designed to be setback from the roadways by landscaped setbacks and curbs. Traffic calming and pedestrian friendly features will be provided, such as crosswalks and landscaped street chokers and medians.</p>
<p>Policy 5.9.3 Where appropriate, provide amenities such as, but not limited to, enhanced paving, seating, and landscaping to enhance the pedestrian experience.</p>	<p>Consistent. Where appropriate, pedestrian amenities will include bus shelters, pedestrian safety treatments such as sidewalk bulb-outs and widening and improved crosswalks, and decorative elements such as street and trail lighting, concrete pavers, benches, landscaping, etc.</p>
<p>Policy 5.9.4 Require the provision of convenient and safe pedestrian access to buildings from the public sidewalk.</p>	<p>Consistent. Building entries and stairwells will be conveniently accessible from the street. Entries will include signage and other design elements (e.g., accent colors, articulation) for easy identification.</p>

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Objective 5.10 Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution. The Moreno Bikeway Plan is shown in Figure 9-4.	Consistent. Bicycling will be encouraged as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution. The lake promenade and integrated trail system will connect the residential, retail, restaurant, recreational, hotel, and other uses, providing a route that users can bike along. Bike lanes and shared use streets will be incorporated through the Specific Plan area to complement the new and existing development in a way that promotes the human scale. These bike lanes will connect to existing Class II bike lanes on Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. Use of electric bicycles will also minimize auto use.
Policy 5.10.1 Bikeways shall link residential neighborhood areas with parks, employment centers, civic and commercial areas, and schools.	Consistent. Bikeways including trails, the lake promenade, and Class II bike lanes will connect residential uses, retail and shopping, restaurants, recreational areas/parks, the lake and lake promenade, hotel, school, and employment centers both on and off the Project site.
Policy 5.10.2 Integrate bikeways, consistent with the Bikeway Plan, with the circulation system and maintain Class II and III bikeways as part of the City's street system.	Consistent. Bike lanes and shared use streets will be incorporated through the Specific Plan area to complement the new and existing development. These bike lanes will connect to existing Class II bike lanes on Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and John F. Kennedy Dr. consistent with the City's Bikeway Plan.
Policy 5.10.4 Link local bikeways with existing and planned regional bikeways.	Consistent. Bike lanes, multi-use trails, and shared use streets will be incorporated through the Specific Plan area to complement the new and existing development. These bike lanes will connect to existing Class II bike lanes on Cactus Ave., Nason Street, Iris Ave, Lasselle Street, and

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	John F. Kennedy Dr. consistent with the City's Bikeway Plan.
Objective 5.11 Eliminate obstructions that impede safe movement of vehicles, bicyclists, and pedestrians.	Consistent. Bike lanes, multi-use trails, and shared use streets will be incorporated through the Specific Plan area to provide for the safe movement of vehicles, bicyclists, and pedestrians. Crosswalks and pedestrian-friendly additions such as landscaped chokers at intersections will be incorporated into the Project's design. In addition, pedestrian bridges may be provided over certain arterials and the onsite drainage to allow safe pedestrian crossings without having to encounter vehicular traffic.
<p>Policy 5.11.1 Landscaping adjacent to City streets, sidewalks and bikeways shall be designed, installed and maintained so as not to physically or visually impede public use of these facilities.</p> <p>The removal or relocation of mature trees, street trees and landscaping may be necessary to construct safe pedestrian, bicycle and street facilities.</p> <p>New landscaping, especially street trees shall be planted in such a manner to avoid overhang into streets, obstruction of traffic control devices or sight distances, or creation of other safety hazards.</p>	Consistent. Drought tolerant, sustainable landscaping would be professionally maintained throughout the development. Adjacent to streets, sidewalks, and bikeways, landscaping would be installed and maintained in a manner not to physically or visually impede the use of those facilities, while shading walkways, trails, sidewalks, and parking areas.
Policy 5.11.2 Driveways shall be designed to avoid conflicts with pedestrian and bicycle travel.	Consistent. Most of the Project's parking will be accommodated within shared parking garages and areas, which will limit the number of driveways within the Project. Driveway design will ensure adequate sight lines and be located to minimize conflicts with pedestrian and bicycle travel.

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Objective 5.12 Promote efficient circulation planning for all school sites that will maximize pedestrian safety, and minimize traffic congestion and neighborhood impacts.	Consistent. The Project proposes that 40 acres of the site will be devoted to the development of elementary and middle schools. These schools are shown as a floating land use on the Land Use Plan. The number and location of the schools, along with circulation planning around school sites, will be determined after consultation with Moreno Valley Unified School District. Circulation will focus on maximizing pedestrian safety and minimizing congestion and neighborhood impacts.
Safety Element	
Goal 6.1 To achieve acceptable levels of protection from natural and man-made hazards to life, health, and property	Consistent. The Project is designed to protect life and property from natural and humanmade hazards, respectively. Among other things, the Project site is not located in a fire hazard severity zone; is not located within an earthquake fault zone; and no known hazardous materials or contamination exists on the site. All structures at the site will be required to comply with the California Building Code, which will ensure structures are designed for seismic and fire safety. Development of structures intended for human occupancy will not occur within a 100-year floodplain unless a letter of map revision (LOMR) has been issued by FEMA prior to issuance of the certificate of occupancy. The street and storm drain flood control systems will be designed to accommodate 10-year and 100-year storm flows.
Goal 6.2 To have emergency services which are adequate to meet minor emergency and major catastrophic situations.	Consistent. The City maintains emergency services adequate to meet minor and major catastrophic situations. The continued adequacy of police and fire services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be

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	<p>given against such a fee for constructing facilities onsite or elsewhere in the City. The Project plans to construct an onsite fire station and office for police use. Such development would be subject to review and approval by the City fire and police departments as to sizing, location, and need. The City will identify fire and/or police facilities and services needs generated by the Project in connection with review of future implementing actions. Development will comply with applicable federal, state, and local code standards.</p>
<p>Objective 6.1 Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic ground shaking and secondary effects.</p>	<p>Consistent. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. All structures at the site will be required to comply with the California Building Code, which will ensure structures are designed for seismic safety and to retain their structural integrity when subjected to seismic activity. In addition, with the Original EIR, a geotechnical analysis was completed for the proposed project and recommendations were made to ensure geological safety. Mitigation was adopted requiring remedial grading to remove and recompact soils as directed by the geotechnical engineer. This mitigation will continue to be complied with in the implementation of the Project to ensure geological safety. Refer to the SEIR.</p>
<p>Policy 6.1.1 Reduce fault rupture and liquefaction hazards through the identification and recognition of potentially hazardous conditions and areas as they relate to the San Jacinto fault zone and the high and very high liquefaction hazard zones. During the review of future development projects, the City shall require geologic studies and mitigation for fault rupture hazards</p>	<p>Consistent. The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. All structures at the site will be required to comply with the California Building Code, which will ensure structures are designed for seismic safety and to retain their structural integrity when subjected to seismic activity. In addition, with the Original EIR, a geotechnical analysis was completed for the proposed project and recommendations were made to ensure</p>

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in accordance with the Alquist-Priolo Special Study Zones Act. Additionally, future geotechnical studies shall contain calculations for seismic settlement on all alluvial sites identified as having high or very high liquefaction potential. Should the calculations show a potential for liquefaction, appropriate mitigation shall be identified and implemented.	geological safety. Mitigation was adopted requiring remedial grading to remove and recompact soils as directed by the geotechnical engineer. This mitigation will continue to be complied with in the implementation of the Project to ensure geological safety. Refer to the SEIR.
Policy 6.1.2 Require all new developments, existing critical and essential facilities and structures to comply with the most recent Uniform Building Code seismic design standards.	Consistent. All structures at the site will be required to comply with the California Building Code, which will ensure structures are designed for seismic safety and to retain their structural integrity when subjected to seismic activity.
Objective 6.2 Minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage, and to minimize nuisances due to flooding.	<p>Consistent. Since the prior Field Station and Aquabella project approvals, approximately 66 percent of the Project site (including lakes) has been graded and Conditional and Final Letters of Map Revision (CLOMR and LOMR, respectively) issued by the Federal Emergency Management Agency (FEMA) demonstrating that grading has raised certain areas planned for structures outside of the 100-year floodplain. Prior to the construction of any habitable structure or critical facility within the current 100-year floodplain, the developer shall obtain a CLOMR from FEMA. Prior to the issuance of any permit to occupy habitable structures the developer shall obtain a LOMR or other such approval from FEMA that demonstrates that the structures are outside the 100-year flood plain.</p> <p>In addition, the site's master drainage and flood control improvements have been completed. In 2007, as contemplated by the Aquabella 2005 Specific Plan Amendment, the Riverside County Flood Control and Water Conservation District completed drainage channel improvements, within the southeast portion of the project site.</p>

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	<p>In addition, the applicant has completed all required mitigation, pursuant to the applicable section 404, 401 and 1602 permitting, for the drainage improvements. The installed concrete and earthen channel (and associated basin) are continually maintained in conformance with permit requirements. These improvements ensure that adequate storm drain system capacity is maintained.</p> <p>As with the prior iteration of the project, the Project will also make use of the lake complex for control of on-site storm water runoff. The lakes will be constructed to provide improved storm water quality, protect the groundwater and other drinking water supplies, and protect the downstream receiving waters. In order to accomplish this goal, the lakes will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. They will be lined to minimize the amount of make-up water necessary to maintain the water level. Each of these Project features will minimize any potential risk related to flooding.</p>
<p>Policy 6.2.1 Permit only that development in 100-year floodplain that represents an acceptable use of the land in relation to the hazards involved and the costs of providing flood control facilities. Locate critical facilities, such as hospitals, fire stations, police stations, public administration buildings, and schools outside of flood hazard areas.</p>	<p>Consistent. Since the prior Field Station and Aquabella project approvals, approximately 66 percent of the Project site (including lakes) has been graded and Conditional and Final Letters of Map Revision (CLOMR and LOMR, respectively) issued by the Federal Emergency Management Agency (FEMA) demonstrating that grading has raised certain areas planned for structures outside of the 100-year floodplain. Prior to the construction of any habitable structure or critical facility within the current 100-year floodplain, the developer shall obtain a CLOMR from FEMA. Prior to the issuance of any permit to occupy habitable structures the developer shall obtain a</p>

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	LOMR or other such approval from FEMA that demonstrates that the structures are outside the 100-year flood plain.
Policy 6.2.3 Maximize pervious areas in order to reduce increases in downstream runoff resulting from new development.	Consistent. Extensive landscaped area will be provided onsite within setbacks, the streetscape, open spaces and parks, and the lake promenade, providing pervious areas throughout the site. The majority of stormwater runoff will drain to the lakes, which will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. This will limit increases in downstream runoff resulting from the Project.
Policy 6.2.4 Design, construct and maintain street and storm drain flood control systems to accommodate 10 year and 100 year storm flows respectively.	Consistent. The street and storm drain flood control systems will be designed to accommodate 10-year and 100-year storm flows.
Policy 6.2.5 The storm drain system shall conform to Riverside County Flood Control and Water Conservation District master drainage plans and the requirements of the Federal Emergency Management Agency.	Consistent. The site's master drainage and flood control improvements have been completed. In 2007, as contemplated by the Aquabella 2005 Specific Plan Amendment The Riverside County Flood Control and Water Conservation District completed drainage channel improvements, within the southeast portion of the project site. In addition, the applicant has completed all required mitigation, pursuant to the applicable section 404, 401 and 1602 permitting, for the drainage improvements. The installed concrete and earthen channel (and associated basin) are continually maintained in conformance with permit requirements. These improvements ensure that adequate storm drain system capacity is maintained. As with the prior iteration of the project, the Project will also make use of the lake complex for control of on-site storm water runoff. The

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	lakes will be constructed to provide improved storm water quality, protect the groundwater and other drinking water supplies, and protect the downstream receiving waters. In order to accomplish this goal, the lakes will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. They will be lined to minimize the amount of make-up water necessary to maintain the water level. Isolated portions of the lake system may be filled and/or maintained with tertiary-treated water obtained from EMWD. The lakes containing tertiary-treated water will retain water to the level of a 100-year storm.
Objective 6.3 Provide noise compatible land use relationships by establishing noise standards utilized for design and siting purposes.	Consistent. The proposed land uses are compatible with existing and project-generated noise levels. Sound attenuation measures (e.g., site design, use of structures, landscaping, berms) will be incorporated, as necessary, to attain 65 dB CNEL for outdoor living areas and 45 dB CNEL for indoor living areas. Interior noise levels at the site would meet City and state regulations, ensuring a healthy sound environment conducive to living and working.
<p>Policy 6.3.1 The following uses shall require mitigation to reduce noise exposure where current or future exterior noise levels exceed 20 CNEL above the desired interior noise level:</p> <ul style="list-style-type: none"> • Single and multiple family residential buildings shall achieve an interior noise level of 45 CNEL or less. Such buildings shall include sound-insulating windows, walls, roofs and ventilation systems. Sound barriers shall also be installed (e.g. masonry 	Consistent. The proposed land uses are compatible with existing and project-generated noise levels. Sound attenuation measures (e.g., site design, use of structures, landscaping, berms) will be incorporated, as necessary, to attain 65 dB CNEL for outdoor living areas, 45 dB CNEL for indoor living areas and new schools, and 50 CNEL for indoor areas of new libraries, hospitals and extended medical care facilities, places of worship and office uses.

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<p>walls or walls with berms) between single-family residences and major roadways.</p> <ul style="list-style-type: none"> • New libraries, hospitals and extended medical care facilities, places of worship and office uses shall be insulated to achieve interior noise levels of 50 CNEL or less. • New schools shall be insulated to achieve interior noise levels of 45 CNEL or less. 	
<p>Policy 6.3.2 Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL.</p>	<p>Consistent. The Project site is not located within the noise contours of March Air Reserve Base, which identify areas where aircraft over flights generate exterior noise above 65 CNEL.</p>
<p>Policy 6.3.3 Where the future noise environment is likely to exceed 70 CNEL due to overflights from the joint-use airport at March, new buildings containing uses that are not addressed under Policy 6.3.1 shall require insulation to achieve interior noise levels recommended in the March Air Reserve Base Air Installation Compatible Use Zone Report.</p>	<p>Consistent. The Project site is not located within the noise contours of March Air Reserve Base.</p>
<p>Policy 6.3.4 Encourage residential development heavily impacted by aircraft over flight noise, to transition to uses that are more noise compatible.</p>	<p>Consistent. The Project site is not located within the noise contours of March Air Reserve Base.</p>
<p>Policy 6.3.5 Enforce the California Administrative Code, Title 24 noise insulation standards for new multi-family housing developments, motels and hotels.</p>	<p>Consistent. Interior noise levels at the site would meet City and state regulations (including Title 24) for new multi-family housing development and hotels.</p>
<p>Policy 6.3.6 Building shall be limited in areas of sensitive receptors.</p>	<p>Consistent. The Project is not anticipated to be a major generator of stationary operational noise, and would implement residential mixed uses</p>

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	<p>consistent with the existing surrounding uses and land use designations. Projected noise sources include predominantly construction, traffic, and equipment noise (e.g., air conditioners, landscape equipment). Construction noise would be temporary. Noise reduction strategies would be employed during construction consistent with the City's noise ordinance, Municipal Code section 11.80. Alternative transportation strategies would be employed at the site to reduce traffic noise, including promoting biking and walking, transit, ride-share, EVs, etc. Site design, use of structures and building orientation, and landscaping would be used to effectively buffer and dampen noise. Interior noise levels at the site would meet City and state regulations.</p>
<p>Objective 6.4 Review noise issues during the planning process and require noise attenuation measures to minimize acoustic impacts to existing and future surrounding land uses.</p>	<p>Consistent. A noise study has been prepared that analyzes Project noise impacts. Interior noise levels at the site would meet City and state regulations and comply with all adopted SEIR noise-related mitigation measures; and, therefore, the Project would result in acceptable noise levels.</p>
<p>Policy 6.4.1 Site, landscape and architectural design features shall be encouraged to mitigate noise impacts for new developments, with a preference for noise barriers that avoid freeway sound barrier walls.</p>	<p>Consistent. Site design, use of structures and building orientation, and landscaping would be used to effectively buffer and dampen noise. Interior noise levels at the site would meet City and state regulations, including through the use of this buffering, mechanical ventilation system or air conditioning systems, and sound-rated windows. Visible sound walls would be avoided.</p>
<p>Objective 6.5 Minimize noise impacts from significant noise generators such as, but not limited to, motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities.</p>	<p>Consistent. The Project site is not located within the noise contours of March Air Reserve Base and is not proximate to train tracks, such that noise impacts are not anticipated to occur from these noise generators.</p>

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	<p>Construction noise would be temporary. Noise reduction strategies would be employed during construction consistent with the City's noise ordinance, Municipal Code section 11.80.</p> <p>Alternative transportation strategies would be employed at the site to reduce traffic noise, including promoting biking and walking, transit, ride-share, EVs, etc. Site design, use of structures and building orientation, and landscaping would be used to effectively buffer and dampen noise. Interior noise levels at the site would meet City and state regulations.</p>
<p>Policy 6.5.1 New commercial and industrial activities (including the placement of mechanical equipment) shall be evaluated and designed to mitigate noise impacts on adjacent uses.</p>	<p>Consistent. A noise study has been prepared that analyzes Project noise impacts. Interior noise levels at the site would meet City and state regulations and comply with all adopted SEIR noise-related mitigation measures.</p>
<p>Policy 6.5.2 Construction activities shall be operated in a manner that limits noise impacts on surrounding uses.</p>	<p>Consistent. Construction would comply with the City's Municipal Code, section 11.80, which outlines limitations on construction activities and exceptions.</p>
<p>Objective 6.6 Promote land use patterns that reduce daily automotive trips and reduce trip distance for work, shopping, school, and recreation.</p>	<p>Consistent. The Project is located in the area designated Downtown Center (DC) in the 2040 General Plan. The Project will focus development within the City's downtown center along corridors, walkways, key gateway entry points, and complementary connections to adjacent and proximate uses. The Project balances development of up to 15,000 multi-family residences with 25 acres of supporting commercial and retail; 80 acres of parks (comprised of the previously approved a 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks); and 40 acres of elementary school and middle school uses to promote an efficient land use pattern and reduce vehicle trip lengths.</p>

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	<p>The Project site is located along major transit routes and would support frequent and reliable transit service, a tram to nearby employment centers and the train station, and other multi-model transportation measures, including walking and biking. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215.</p> <p>Electric, multi-occupant trams will connect the Project's Town Center and residential neighborhoods with Riverside University Health System Medical Center, Kaiser Permanente Hospital, World Logistics Center, and the Moreno Valley March Field Train/Metrolink Station. Tram stops will also be provided at each neighborhood entry on arterial streets for convenient access.</p> <p>The Project would also provide enhanced transit, pedestrian and bicycle routes, ridesharing, electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and shuttles to adjacent and proximate major job centers. Vehicle trip lengths would also be reduced through development proximate to major job centers in the City and region (e.g., Riverside University Health System Medical Center, Kaiser Permanente Hospital and medical complex,</p>

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	Moreno Valley College, and World Logistics Center).
Policy 6.6.1 Provide sites for new neighborhood commercial facilities within close proximity to the residential areas they serve.	Consistent. The Project proposes to develop a new Town Center, which will provide a vibrant mix of business, entertainment, residential, cultural, and civic uses which will serve existing and proposed residential uses and activate the area throughout the day and into the evening. These commercial facilities will be walkable and bikeable from the residential areas they serve.
Policy 6.6.2 Provide multi-family residential development sites in close proximity to neighborhood commercial centers in order to encourage pedestrian instead of vehicular travel.	Consistent. The Project would develop 15,000 multi-family homes to support the community's housing needs related to workforce, education, medical, and other multi-family housing needs, along with a 25-acre commercial and retail downtown center. The vitality of commercial and retail development downtown is envisioned to be supported by significant new housing at the site. These commercial facilities will be walkable and bikeable from the residential areas they serve, encouraging pedestrian instead of vehicle travel. The Project's multi-family residences will also support local shopping and commercial centers.
Policy 6.6.3 Locate neighborhood parks in close proximity to the appropriate concentration of residents in order to encourage pedestrian and bicycle travel to local recreation areas.	Consistent. 80 acres of parks, comprised of the previously approved 40-acres of lakes, plus a 15-acre lake promenade, feature and 25 acres of other additional parks and multi-use trails would be implemented with the project. These park facilities will be designed to meet a variety of passive and active recreational needs. The interconnected lake promenade and multi-use trail system will encourage walking and biking and be accessible for use by nearby existing residents, new residents of the community, visitors, and workers of the nearby medical facilities. The lake will provide opportunities for water-based recreation, such as rowing and boating. The parks will include areas to

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	accommodate performances and outdoor gatherings, and will also include a variety of neighborhood parks with active and passive recreational amenities.
Objective 6.7 Reduce mobile and stationary source air pollutant emissions.	<p>Consistent. The Project would support the demand for workforce, education, and other multi-family housing by developing 15,000 multi-family homes proximate to major job centers in the City and region (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center). This would allow residents to live and work locally, cutting commute times and improving mobile air quality. The Project's 25-acres of commercial uses and educational facilities would further balance levels of employment and housing within the community by providing approximately 1,443 jobs where workers may also reside within the Aquabella project. Available workforce housing may have the added benefit of attracting other businesses to the City, further reducing long commutes and achieving a better balance of jobs-to-housing.</p> <p>The tram connecting the Project's Town Center and residential neighborhoods with Riverside University Health System Medical Center, Kaiser Permanente Hospital, World Logistics Center, and the Moreno Valley March Field Train/ Metrolink Station would significantly minimize the need for single-occupancy vehicle travel and associated air pollutant emissions. The Project's focus on pedestrian, bicycle, transit, and enhanced transit alternatives will further reduce mobile-source air quality emissions.</p> <p>Stationary source air pollutant emissions will be reduced through compliance with state law and stringent Title 24 standards.</p>

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Policy 6.7.1 Cooperate with regional efforts to establish and implement regional air quality strategies and tactics.	Consistent. The Project would comply with air quality regulations established by the California Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD). The Project would also be consistent with Connect SoCal, SCAG's sustainable communities strategy framework and guidelines. Additionally, the project design features and mitigation measures in the SEIR would reduce mobile and stationary source air pollutant emissions.
Policy 6.7.5 Require grading activities to comply with South Coast Air Quality Management District's Rule 403 regarding the control of fugitive dust.	Consistent. Since the prior Field Station and Aquabella project approvals, approximately 66 percent of the Project site (including lakes) already has been graded. Future grading will be subject to appropriate SCAQMD rules and regulations.
Policy 6.7.6 Require building construction to comply with the energy conservation requirements of Title 24 of the California Administrative Code.	Consistent. Building construction will be required to comply with the energy conservation requirements of Title 24 of the California Administrative Code.
Objective 6.8 As feasible given budget constraints, strive to maintain a police force with a ratio of one sworn officer for each 1,000 residents.	Consistent. The City strives to maintain an appropriate police force. The Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing facilities onsite or elsewhere in the City, to ensure the City is able to maintain police services at appropriate service levels. The City will identify police facilities and services needs generated by the Project in connection with review of future implementing actions. Development will comply with applicable federal, state, and local code standards.
Objective 6.9 Reduce the risk and fear of crime through physical planning	Consistent. The design of the Project integrates complementary architecture, lighting, and

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strategies that maximize surveillance opportunities and minimize opportunities for crime found in the present and future built environment, and by creating and maintaining a high level of community awareness and support of crime prevention.	landscaping in a manner that contributes to the character of the City's downtown center and fosters public safety. Among other strategies, streets, parking area, the lake promenade, trails, and parks will incorporate lighting complementary with Project design. Lighting will be appropriately hooded and directed so as to provide safety in key areas such as parks and parking areas, while not spilling onto adjacent properties.
Policy 6.9.2 Require well-lighted entrances, walkways and parking lots, street lighting in all commercial, industrial areas and multiple-family residential areas to facilitate nighttime surveillance and discourage crime.	Consistent. The design of the Project integrates lighting of entrances, walkways and parking lots, street lighting in all commercial areas and multiple-family residential areas in a manner that contributes to the character of the City's downtown center and fosters public safety.
Policy 6.9.3 Incorporate "defensible space" concepts into the design of dwellings and nonresidential structures, including, but not limited to configuration of lots, buildings, fences, walls and other features that facilitate surveillance and reinforce a sense of territorial control.	Consistent. Design of structures will promote safety through the configuration of lots, buildings, fences, walls, and open space. To the extent this policy refers to wildfire "defensible space" concepts, the Project site is not located in a fire hazard severity zone and is located in an infill area. Traditional "defensible space" concepts, which apply to wildland urban interface areas, do not apply.
Objective 6.10 Protect life and property from the potential short-term and long-term deleterious effects of the necessary transportation, use, storage treatment and disposal and hazardous materials and waste within the City of Moreno Valley.	Consistent. Any hazardous materials and waste associated with the property will be properly handled and stored in compliance with applicable federal, state and local requirements regarding removal and disposal. Further, as a mixed-use residential development project, the development is not anticipated to require substantial storage or disposal of hazardous materials.

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<p>Policy 6.10.1 Require all land use applications and approvals to be consistent with the siting criteria and other applicable provisions of the adopted Hazardous Waste Management Plan, which is also incorporated into and as part of the General Plan.</p>	<p>Consistent. Any hazardous materials and waste associated with the property will be properly handled and stored in compliance with applicable federal, state and local requirements regarding removal and disposal. Further, as a mixed-use residential development project, the development is not anticipated to require substantial storage or disposal of hazardous materials.</p>
<p>Policy 6.10.2 Manage the generation, collection, storage, processing, treatment, transport and disposal of hazardous waste in accordance with provisions of the City of Moreno Valley's adopted Hazardous Waste Management Plan, which is also incorporated into and as part of the General Plan.</p>	<p>Consistent. Any hazardous materials and waste associated with the property will be properly handled and stored in compliance with applicable federal, state and local requirements regarding removal and disposal. Further, as a mixed-use residential development project, the development is not anticipated to require substantial storage or disposal of hazardous materials.</p>
<p>Objective 6.14 Maintain the capacity to respond rapidly to emergency situations.</p>	<p>Consistent. Police and fire services will be ensured through the condition that the Project make a fair share funding contribution to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits that may be given against such a fee for constructing facilities onsite or elsewhere in the City. Payment of fees will support City efforts to provide sufficient fire, law enforcement, and first responder facilities and services. The police and fire department will participate in reviewing and commenting on the Specific Plan Amendment. Circulation at the site will provide appropriate connections, street widths, and turnaround circumference at any cul-de-sac or dead-end to facilitate emergency vehicular access and safe evacuations. Development will comply with applicable federal, state, and local standards. The Project is also located adjacent to two major hospital campuses in the event of an emergency,</p>

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	further bolstering effective emergency and disaster response.
Policy 6.14.1 Locate fire stations in accordance with the Fire Station Master Plan as shown in Figure 6-1. The exact location of each fire station may be modified based on availability of land and other factors.	Consistent. It is anticipated that the Project demand will necessitate an additional fire station. An onsite fire station and office for police use is proposed to be located on the Project site. Such development would be subject to review and approval by the City fire and police departments as to sizing, location, and need.
Policy 6.14.2 Relate the timing of fire station construction to the rise of service demand in surrounding areas.	Consistent. The Project development would be subject to review and approval by the City fire and police departments as to sizing, location, and needs. The Project must also comply with the City's adopted conditions of approval; including those related to police and fire services.
Objective 6.16 Ensure that uses within urbanized areas are planned and designed consistent with accepted safety.	Consistent. The police and fire department will participate in reviewing and commenting on the Specific Plan Amendment. Fire hazards will be minimized through compliance with the California Building Code and Fire Code standards and development in this infill location. Fire safety related building standards would include, among numerous other requirements: fire sprinklers, fire resistance standards for fire doors, fire water flow requirements, fire hydrant spacing, and access road specifications. Project design and operation will minimize the potential for criminal activity by providing efficient, shielded lighting in appropriate locations throughout the community and installing appropriate signage. Payment of fair share funding to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits will ensure sufficient fire and law enforcement facilities and services. The Project must also comply with the City's adopted conditions of approval, including those related to police and fire services.

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<p>Policy 6.16.1 Ensure that ordinances, resolutions and policies relating to urban development are consistent with the requirements of acceptable fire safety, including requirements for smoke detectors, emergency water supply and automatic fire sprinkler systems.</p>	<p>Consistent. The police and fire department will participate in reviewing and commenting on the Specific Plan Amendment. Fire hazards will be minimized through compliance with the California Building Code and Fire Code standards and development in this infill location. Fire safety related building standards would include, among numerous other requirements: smoke detectors, fire sprinklers, fire resistance standards for fire doors, fire water flow requirements, fire hydrant spacing, and access road specifications. Project design and operation will minimize the potential for criminal activity by providing efficient, shielded lighting in appropriate locations throughout the community and installing appropriate signage. Payment of fair share funding to the City consistent with the City's Municipal Code and Fee Schedule, subject to any credits will ensure sufficient fire and law enforcement facilities and services. The Project must also comply with the City's adopted conditions of approval, including those related to police and fire services.</p>
<p>Policy 6.16.2 Encourage the systematic mitigation of existing fire hazards related to land urban development or patterns of urban development as they are identified and as resources permit.</p>	<p>Consistent. The Project site is not located in a fire hazard severity zone and is in an infill area. Development of the site is consistent with this goal of avoiding and mitigating fire hazards though an appropriate pattern of development.</p>
<p>Policy 6.16.3 Ensure that adequate emergency ingress and egress is provided for each development.</p>	<p>Consistent. The police and fire department will participate in reviewing and commenting on the Specific Plan Amendment. Circulation at the site will provide appropriate connections, street widths, and turnaround circumference at any cul-de-sac or dead-end to facilitate emergency vehicular access and safe evacuations. Development will comply with applicable federal, state, and local standards. The Project is also located adjacent to two major hospital campuses</p>

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	in the event of an emergency, further bolstering effective emergency and disaster response.
Policy 6.16.4 Within the safety zones (e.g. Air Crash Hazard Zones and Clear Zones) shown in Figure 6-5, residential uses shall not be permitted, and business uses shall be restricted to low intensity uses as defined in the March Air Reserve Base Air Installation Compatible Use Zone Report, as amended from time to time.	Consistent. The Project is not located within the MARB safety zones.
Conservation Element	
Goal 7.1 To achieve the wise use of natural resources within the City of Moreno Valley, its sphere of influence and planning area.	<p>Consistent. By focusing development in an infill area, a significant portion of which (approximately 65%) has already been graded, and maximizing the residential mixed-use potential of the site, the Project helps prevent urban sprawl into areas with greater natural resources. Major infrastructure improvements have already been completed. And the site is within existing service areas for utilities.</p> <p>In addition, the Project will provide 80 acres of parks, comprised of the previously approved 40 -acres of lakes, a 15-acre lake promenade feature and 25 acres of other additional parks and recreation facilities. The Project will also include 13.1 acres of open space to retain natural resources on the eastern portion of the site. Thus, the Project would help to achieve the wise use of natural resources within the City.</p>
Objective 7.1 Minimize erosion problems resulting from development activities.	Consistent. A significant portion of the site (approximately 65%) already has been graded subject to erosion control requirements. As the Project is implemented, it will adhere to public agency requirements regarding erosion control through final grading plans, erosion control plans, storm water pollution prevention plans

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	and water quality management plans which have been reviewed and approved by the respective agencies.
Policy 7.1.1 Require that grading plans include appropriate and feasible measures to minimize erosion, sedimentation, wind erosion and fugitive dust.	Consistent. A significant portion of the site (approximately 65%) already has been graded subject to erosion control requirements. As the Project is implemented, it will adhere to public agency requirements regarding erosion control through final grading plans, erosion control plans, storm water pollution prevention plans and water quality management plans which have been reviewed and approved by the respective agencies. Grading will also be subject to SCAQMD and City regulations.
Objective 7.2 Maintain surface water quality and the supply and quality of groundwater.	Consistent. Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes, thereby minimizing reliance on groundwater resources. On-site wells may provide water to assist in filling and maintaining some or all of the lake features. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. Application of recycled water to open space areas will recharge the groundwater basin. Coordination with EMWD will occur prior to each phase of development and implementation of related infrastructure.
Policy 7.2.1 New development may use individual wells only where an adequate supply of good quality groundwater is available.	Consistent. Eastern Municipal Water District (EMWD) would provide the project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes, thereby minimizing reliance on groundwater resources. On-site wells may provide water to assist in

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	<p>filling and maintaining some or all of the lake features.</p> <p>In 2007, the applicant obtained permits to drill and test two deep groundwater wells on the project site pursuant to Riverside County Department of Health Permit No. 33248. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. This additional water source can and will be used in implementing and maintaining the project's lake features. The West San Jacinto Basin Groundwater Sustainability Plan ("GSP") has confirmed that the Moreno Valley area is not currently in overdraft, and groundwater water levels have increased in the area since the 1970's.</p>
<p>Policy 7.2.2 The City shall comply with the provisions of its permit(s) issued by the Regional Water Quality Control Board for the protection of water quality pursuant to the National Pollutant Discharge Elimination System.</p>	<p>Consistent. The Project will be conditioned to implement NPDES BMPs related to the construction of roadways to control runoff as set forth in the SEIR.</p>
<p>Policy 7.2.3 In concert with the water purveyor identify aquifer recharge areas and establish regulations to protect recharge areas and regulate new individual wells.</p>	<p>Consistent. As with the prior iteration of the project, the Project will also make use of the lake complex for control of on-site storm water runoff. The lakes will be constructed to provide improved storm water quality, protect the groundwater and other drinking water supplies, and protect the downstream receiving waters. In order to accomplish this goal, the lakes will be designed as a storm water best management practice (BMP) and include features such as biofilters, wetlands components and aeration to improve the water quality and maintain the lake quality. They will be lined to minimize the amount of make-up water necessary to maintain the water level. Isolated portions of the lake system may be filled and/or maintained with tertiary-</p>

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	<p>treated water obtained from EMWD. The lakes containing tertiary-treated water will retain water to the level of a 100-year storm.</p> <p>Application of recycled water to open space areas will help recharge the groundwater basin.</p> <p>In 2007, the applicant also obtained permits to drill and test two deep groundwater wells on the project site pursuant to Riverside County Department of Health Permit No. 33248. Well No. 1 provides for pumping at a rate of 1,500 gallons per minute (gpm) and Well No. 2 at a rate of 450 gpm. The West San Jacinto Basin Groundwater Sustainability Plan ("GSP") has confirmed that the Moreno Valley area is not currently in overdraft, and groundwater water levels have increased in the area since the 1970's.</p>
<p>Objective 7.3 Minimize the consumption of water through a combination of water conservation and reuse.</p>	<p>Consistent. Environmental sustainability and innovation is a primary vision for the Project. Water will be conserved onsite through the use of native and drought-tolerant plants in landscaping and appropriate irrigation. Compliance with Title 24 building standards will significantly strengthen water conservation, as well. In addition, through the implementation of sophisticated BMPs, the lakes will act to treat and store runoff onsite, conserving water resources that would otherwise be wasted that may then be used for irrigation.</p>
<p>Policy 7.3.1 Require water conserving landscape and irrigation systems through development review. Minimize the use of lawn within private developments, and within parkway areas. The use of mulch and native and drought tolerant landscaping shall be encouraged.</p>	<p>Consistent. Water will be conserved onsite through the use of native and drought-tolerant plants in landscaping. Compliance with Title 24 building standards will significantly strengthen water conservation, as well. The Project will also be subject to any state and local restrictions on lawn within private developments and within parkways. Recycled water from the lakes may be used in irrigation,</p>

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Policy 7.3.2 Encourage the use of recycled wastewater, stored rainwater, or other legally acceptable non-potable water supply for irrigation.	Consistent. Eastern Municipal Water District (EMWD) would provide the Project with both potable water for domestic use and recycled (tertiary-treated) water for irrigation and isolated segments of the lakes. Recycled water would be applied to open space areas.
Objective 7.4 Maintain, protect, and preserve biologically significant habitats where practical, including the San Jacinto Wildlife Area, riparian areas, habitats of rare and endangered species, and other areas of natural significance.	Consistent. The Project will also include 13.1 acres of open space to preserve natural resources on the eastern portion of the site. In addition, the Project will provide 80 acres of parks, comprised of the previously approved 40 -acres of lakes, a 15-acre lake promenade feature and 25 acres of other additional parks and recreation facilities, would provide a lake ecosystem to serve to help support avian and other species. The drainage channel adjacent to the southeast portion of the site and surrounding habitat, which are no longer a part of the Specific Plan area, would be avoided and preserved.
Policy 7.4.1 Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to provide adequate buffers to mitigate impacts to such areas.	Consistent. The Project will also include 13.1 acres of open space to preserve natural resources on the eastern portion of the site. The drainage channel adjacent to the southeast portion of the site and surrounding habitat, which are no longer a part of the Specific Plan area, would be avoided and preserved.
Policy 7.4.3 Preserve natural drainage courses in their natural state and the natural hydrology, unless the protection of life and property necessitate improvement as concrete channels.	Consistent. The prior drainage channel improvements adjacent to the southeast portion of the site – not a part of the Project – includes both an installed concrete and earthen channel (and associated earthen basin) that are continually maintained in conformance with permit requirements. The Project avoids (and thereby preserves) these completed improvements.

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<p>Policy 7.4.5 The City shall fulfill its obligations set forth within any agreement(s) and permit(s) that the City may enter into for the purpose of implementing the Western Riverside County Multi-species Habitat Conservation Plan.</p>	<p>Consistent. The Project will comply with applicable laws and regulations, including the County MSHCP.</p>
<p>Objective 7.5 Encourage efficient use of energy resources.</p>	<p>Consistent. The community will be developed consistent with current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, lighting, electrical panels, insulation, faucets, water use, EV charging, PV installation, and more. Compliance with Title 24 addresses solar PV renewable energy systems and will significantly reduce energy demand, reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling. Further, by focusing development in an infill area and enhancing an efficient pedestrian, bicycle, tram, transit and alternative/electric transportation network adjacent to major employment centers, the Project will reduce the use of petroleum/gasoline resources.</p>
<p>Policy 7.5.1 Encourage building, site design, and landscaping techniques that provide passive heating and cooling to reduce energy demand.</p>	<p>Consistent. The community will be developed using resilient materials including drought-tolerant landscaping and building materials that comply with the current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which govern window and door materials, insulation, and other building practices that will provide passive heating and cooling to reduce energy demand. The lakes, lake promenade landscaping, and landscaping throughout the community are also anticipated</p>

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	to provide a cooling effect in the nearby surrounding urban environment and reduce urban heat island impacts. Trees and other planting would be used to shade sidewalks, patios, driveways, and other paved areas. Thus, landscaping, building materials, and site design techniques would provide passive cooling and reduce energy demand of the Project.
Policy 7.5.2 Encourage energy efficient modes of transportation and fixed facilities, including transit, bicycle, equestrian, and pedestrian transportation. Emphasize fuel efficiency in the acquisition and use of City-owned vehicles.	<p>Consistent. Energy efficient modes of transportation are encouraged through the Project's location, design, and facilities. The Project site is located along major transit routes and would support frequent and reliable transit service and other multi-modal transportation measures, including walking and biking. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215.</p> <p>A tram provided to connect the Project's Town Center and residential neighborhoods with Riverside University Health System Medical Center, Kaiser Permanente Hospital, World Logistics Center, and the Moreno Valley March Field Train/Metrolink Station would encourage use of this energy efficient transportation and significantly minimize the need for single-occupancy vehicle travel.</p> <p>The Project would provide enhanced transit, pedestrian and bicycle routes, ridesharing,</p>

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	<p>electric bicycles and vehicles, transportation network companies (Uber and Lyft), intelligent transportation systems, transportation demand management measures, and shuttles to adjacent and proximate major job centers. Vehicle trip lengths would also be reduced through development proximate to major job centers in the City and region (e.g., Riverside University Health System Medical Center, Kaiser Permanente Hospital and medical complex, Moreno Valley College, and World Logistics Center).</p> <p>The community will be developed consistent with current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which provide current standards related to sizing electrical panels and EV charging. EV charging stations would be integrated throughout the community.</p>
<p>Policy 7.5.3 Locate areas planned for commercial, industrial and multiple family density residential development within areas of high transit potential and access.</p>	<p>Consistent. The Project is located in the area designated for development of a downtown area with multi-family and commercial uses in the. The Project will provide a mixed-use development of up to 15,000 multi-family residences and 25 acres of supporting commercial and retail uses in close proximity to major job centers in the City and region (e.g., Riverside University Health System Medical Center, the Kaiser Permanente Hospital and medical complex, Moreno Valley College, and the World Logistics Center.) The area has high transit potential and access, allowing for efficient tram service.</p> <p>In addition, the Project is located along existing major transit routes. The Riverside Transit Agency (RTA) provides existing bus routes proximate to the site. Route 31 runs along Nason Street to the Riverside University Medical Center. Route 20 also serves the site along</p>

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General Plan Policies	Project Consistency
	Alessandro, Nason, and Moreno Beach Dr to Riverside University Medical Center, Kaiser Permanente Hospital, and Moreno Valley College, and along Nason and Lasselle Street. Route 41 serves the site from the Medical Center to Moreno Valley College and areas to the south. Route 20 bus service also connect passengers to the Moreno Valley/March Field Metrolink Station across Interstate 215.
Policy 7.5.4 Encourage efficient energy usage in all city public buildings.	Consistent. In the event civic or public buildings are developed within the Project, such development will be developed consistent with current California Green Building Code (Title 24, Part 11) and California Building Energy Efficiency Standards (Title 24, Part 6), which will ensure efficient energy usage.
Policy 7.5.5 Encourage the use of solar power and other renewable energy systems.	Consistent. The Project will install solar PV in compliance with Title 24 requirements.
Objective 7.6 Identify and preserve Moreno Valley's unique historical and archaeological resources for future generations.	Consistent. A full study of potential cultural resources was previously prepared and indicated there are no known archaeological, historical, cultural sites, or significant features were identified on the site and that the potential for significant cultural resources occurring on the property is low. The site is also currently approximately 65% graded and undeveloped, further reducing any potential to impact cultural resources.
Policy 7.6.1 Historical, cultural and archaeological resources shall be located and preserved, or mitigated consistent with their intrinsic value.	Consistent. A full study of potential cultural resources was previously prepared and indicated there are no known archaeological, historical, cultural sites, or significant features were identified on the site and that the potential for significant cultural resources occurring on the property is low.

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General Plan Policies	Project Consistency
Policy 7.6.2 Implement appropriate mitigation measures to conserve cultural resources that are uncovered during excavation and construction activities.	Consistent. A full study of potential cultural resources was previously prepared and indicated there are no known archaeological, historical, cultural sites, or significant features were identified on the site and that the potential for significant cultural resources occurring on the property is low. The site is also currently approximately 65% graded and undeveloped, further reducing any potential to impact cultural resources.
Objective 7.7 Where practical, preserve significant visual features significant views and vistas.	Consistent. There are no significant visual features on the Project site. The site is currently graded and undeveloped, surrounded by a chain link fence. However, distant views are provided across the site. Scenic resources will be preserved by developing complementary to adjacent uses and providing attractive architecture, landscaping, gateway entry points, parks and open space, and the distinctive lake complex to create a sense of place. In addition, the open space area adjacent to the drainage on the eastern portion of the site will be preserved as open space.
Policy 7.7.2 Require new electrical and communication lines to be placed underground.	Consistent. Energy and telecommunications infrastructure will be provided underground.
Policy 7.7.3 Implement reasonable controls on the size, number and design of signs to minimize degradation of visual quality.	Consistent. Signs and monumentation onsite would be governed by the Specific Plan Amendment's design guidelines and standards, which address the location, material, and types of signage that will be provided onsite.
Objective 7.8 Maintain an adequate system of solid waste collection and disposal to meet existing and future needs.	Consistent. The Project would be required to comply with the City's Municipal Code regarding solid waste and recyclable material storage areas. (Municipal Code, Section 6.02.050) Additionally, the City's Building Code requires development projects to complete and submit a

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2006 General Plan Consistency Table	
General Plan Policies	Project Consistency
	Waste Management and Recycling Plan for approval prior to issuance of building permits. The Waste Management and Recycling Plan will identify the project type and estimate the amount of materials to be recycled during construction. Through compliance with applicable regulations, the project would strive to meet this objective.
Policy 7.8.1 Encourage recycling projects by individuals, non-profit organizations, or corporations and local businesses, as well as programs sponsored through government agencies.	Consistent. Through its partnership with Waste Management, the franchise hauler, the City provides an array of programs and tools intended to support statewide waste reduction objectives. The hauler and City staff promote recycling programs through billing inserts, flyers, social media postings, site visits, and outreach to the various businesses and organizations. Moreover, the City takes proactive steps to ensure compliance with AB 341 and/or AB 1826 requirements. The Project would not inhibit implementation of these programs and would be required to comply with the City's Municipal Code regarding solid waste and recyclable material storage areas. (Municipal Code, Section 6.02.050)
Housing Element	
Goal 8.2 Improve and maintain decent, sanitary and affordable housing for very-low income households and seniors.	Consistent. A diverse range of housing options will be provided with the Project, including garden style stacked flats, row townhomes, duplex homes, attached courtyard homes, and housing available to seniors and students. While the Project is not age- or income- restricted, it is anticipated that some of the multi-family homes will meet the housing needs of very low-income households and seniors.
Goal 8.5 Improve and maintain decent and affordable rental housing.	Consistent. The Project's 15,000 multi-family homes would provide a range of decent and workforce affordable rental housing in the City's geographic center.

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2006 General Plan Consistency Table	
General Plan Policies	Project Consistency
Goal 8.7 Add to the number of affordable rental units for very low and low-income households.	Consistent. The Project's 15,000 multi-family homes would provide a range of rental housing units, some of which would be anticipated to be affordable to households within these income brackets.
Goal 8.8 Create affordable housing units for senior households.	Consistent. While the Project is not age- or income- restricted, it is anticipated that certain of the multi-family homes provided by the Project will be affordable for senior households.
Policy 8.7.1 To eliminate substandard housing conditions for low-income renters, while enhancing the appearance of multi-family developments.	Consistent. The Project plans for attractive multi-family housing on an undeveloped infill site in a manner complementary to and compatible with the existing residential neighborhoods surrounding the site.
Objective 8.9 Create a minimum of 126 affordable rental units, citywide.	Consistent NA. This is a citywide objective and not applicable to the Project. However, while the Project is not income- restricted, it is anticipated that certain of the multi-family homes will be affordable and to help contribute to the City's stock of affordable rental units.
Policy 8.9.1 Facilitate the creation of affordable rental units.	Consistent. The multi-family rental housing options provided by the Project would include housing affordable and available to seniors, large and small families, low- and middle-income households, and people with disabilities.
Objective 8.10 Create a minimum of seventy senior units.	Consistent. While the Project is not age-restricted, it is anticipated that certain of the multi-family homes may be occupied by senior households and/or targeted to seniors.
Policy 8.10.1 Create decent and affordable housing opportunities for low and very-low income seniors.	Consistent. While the Project is not age- or income- restricted, it is anticipated that certain of the multi-family homes provided by the project will create affordable housing opportunities for low- or very-low income seniors.

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8.3 Aquabella Conditions of Approval

(To be inserted upon completion)