



MORENO VALLEY
WHERE DREAMS SOAR

City of Moreno Valley

GENERAL PLAN 2040

Adopted
April 21, 2026

Prepared By

Kimley»Horn

DYETT & BHATIA
Urban and Regional Planners

ACKNOWLEDGMENTS

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1 Introduction

Framed by a backdrop of mountains and hills, Moreno Valley enjoys a beautiful setting and a strategic location with easy access to Los Angeles, Orange County, and San Diego. The community has seen rapid population growth in recent decades as development has edged eastward from coastal communities, and today Moreno Valley is the second largest City in Riverside County and an important economic player in the region. The City is home to a host of thriving businesses, two major regional medical centers, and a young, diverse population.

Looking ahead, Moreno Valley is well positioned to serve as a model City in the Inland Empire and Southern California—a desirable place to live, work, and play. For the community to continue to flourish, it will need to remain focused on diversifying and growing the local job base; ensuring a variety of housing types that cater to people at all stages of life; building community identity and sense of place; and enhancing neighborhood livability. In rising to meet these challenges and turning them into opportunities for an even brighter future, Moreno Valley will emerge a stronger, more resilient, and prosperous community for all.

The General Plan is a dynamic document that sets forth conditions to guide how and where Moreno Valley will grow for years to come. This General Plan reflects community aspirations to cultivate a family-friendly City with a modern, innovative brand and unique sense of place that reflects Moreno Valley's growing reputation as a model community where people choose to live, work, and play for the next generation, and generations to come.

Moreno Valley Profile

Moreno Valley is located within the northwestern portion of Riverside County in the southern Inland Empire portion of the State of California. The City is strategically located at the junction of Interstate 215 (I-215) and State Route 60 (SR 60), well located for life and for business. Moreno Valley is a progressive City with a bright future. While maintaining its friendly small-town attitude, the 52-square-mile community boasts big city amenities including contemporary retail destinations and neighborhood shopping centers, plus a multitude of options for entertainment, dining, cultural, and recreational experiences and an array of housing options. The City is dedicated to fostering new business and well-managed growth to create a superb quality of life for residents and visitors to enjoy.

Moreno Valley has seen significant employment growth in recent years, having created 20,000 new jobs locally since 2013. The City is currently home to approximately 4,500 businesses, including many Fortune 500 and international companies such as Amazon, Procter & Gamble, Skechers USA, and Karma Automotive. Other important institutions established in the city include the Riverside University Health System Medical Center, a public teaching hospital, the Kaiser Permanente Hospital and medical complex, and Moreno Valley College, all of which have recently expanded or have plans of expansion in the near future.

Today, Moreno Valley is a community of approximately 205,620 residents1 and the City's motto is "People, Pride, Progress." Among California's growing cities, Moreno Valley is the second most populous in Riverside County and growth can be attributed to a range of quality housing options including higher-end executive homes, affordable single-family homes, and condominiums; a family-friendly lifestyle; good schools; and impressive quality-of-life amenities and growing job centers. The demographic profile of Moreno Valley consists primarily of young families. The majority of the City's population identify as Hispanic/Latino (of any race). The average age in the City is also young, with nearly 27 percent of the population under 18 years of age.

1 Appendix G: Methodology for Establishing the Environmental Baseline and Horizon Year Forecast











Scope and Purpose of the General Plan

California Government Code Section 65300 requires each city and county in California to adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which...bears relation to its planning." The Moreno Valley General Plan can be considered the City's development constitution, containing both a statement of the community's vision of its long-term development as well as the policies to support that vision by guiding the physical growth of the City. The Moreno Valley General Plan serves to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision;
- Guide decision-making related to development, housing, transportation, environmental quality, public services, parks, open space, and agricultural conservation;
- Help Moreno Valley achieve compliance with applicable State and regional policies, including around housing production and environmental regulations;
- Allow City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance and future specific plans.

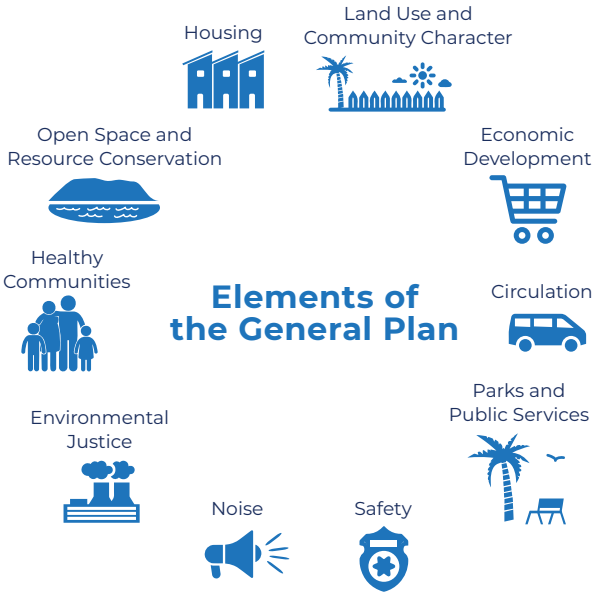
Due to the general and long-range nature of the General Plan, there will be instances where more detailed studies will be necessary in order to implement the General Plan's policies.

GENERAL PLAN REQUIREMENTS

California grants local authorities power over land use decisions. As a result, cities have considerable flexibility in preparing their general plans as long as State requirements are met. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans; General Plans should be:

- *Comprehensive.* The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the Sphere of Influence. The general plan must also address the full range of issues that affect the city's physical development.
- *Internally Consistent.* The general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- *Long Range.* Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective. This General Plan uses the year 2040 as its planning horizon.

The Moreno Valley General Plan is presented in 10 chapters. The General Plan covers all the elements required under State law—land use, circulation, conservation, open space, safety, noise, housing, and environmental justice—as well as three additional



topics of local importance to the community—economic development, community character, and health. Housing Elements are required by State law to be updated more frequently than the General Plan, and to facilitate that, the City publishes its Housing Element under a separate cover. The City of Moreno Valley Housing Element was most recently completed in 2021 and will be next updated in 2029, consistent with the State-defined cycle. State law also requires that implementation of the General Plan be "vertically" consistent: all actions relating to zoning, subdivision approval, housing allocations, and capital improvements must be consistent with the General Plan.

Planning Area

REGIONAL LOCATION

Moreno Valley is an incorporated City located within the northwestern portion of Riverside County in the southern Inland Empire portion of the state of California. Today, more than two million people live in Riverside County and approximately 205,620 (about 10.2 percent of the county) reside within the City of Moreno Valley. Moreno Valley is located approximately 63 miles east of downtown Los Angeles, 49 miles east of Irvine, and 43 miles west of Palm Springs.

State Route 60 (SR 60) runs through the northern portion of Moreno Valley (east and west directions) and Interstate 215 (I- 215) runs by the westerly City limits (north and south directions). These freeway systems connect Moreno Valley to other communities throughout the region. In addition, the City is accessible by rail through Metrolink and the March Inland Port Airport, a public joint use airport available for civil aviation at the March Air Reserve Base. Both Metrolink and the March Inland Port Airport are located near the southwestern portion of the City. In 2015, the City approved the World Logistics Center Specific Plan, which proposed annexation of an 85-acre parcel of vacant, uninhabited territory at the Northwest Corner of Gilman Springs Road and Alessandro Boulevard within the City's Sphere of Influence. This 85-acre parcel has since been annexed into the City boundaries.

Moreno Valley's picturesque valley setting is bounded to the north by the Box Springs Mountains, the Badlands to the east, and the mountains of the Lake Perris State Recreation Area, Mystic Lake floodplain, and San Jacinto Wildlife Area to the south. West of the City limits lies the March Air Reserve Base, the City of Riverside, and County of Riverside. Moreno Valley's regional location is shown in Map I-1.

PLANNING AREA

The Planning Area is defined as the land area addressed by the General Plan, including land within City limits and the Sphere of Influence outside City limits, both are subsequently discussed. The Planning Area is shown in Map I-2. The boundary of the Planning Area was determined in response to State law requiring each City to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning."2 The Planning Area comprises a total of 42,917 acres or (67 square miles) of incorporated and unincorporated land.

CITY LIMITS

The City of Moreno Valley's existing city limits encompasses approximately 33,000 acres (51.6 square miles) of incorporated land, or 77 percent of the Planning Area. The existing City limits include residential, commercial, and industrial developments as well as public facilities including parks, schools, and hospitals.

2 California Government Code Section 65300.

SPHERE OF INFLUENCE

The Sphere of Influence (SOI) is a planning boundary outside of an agency's jurisdictional boundary (that is City limit line) that designates the agency's probable future boundary and service area. The Riverside County Local Agency Formation Commission (LAFCO) has jurisdiction over defining Moreno Valley's SOI and acts on annexations and approval of service contracts outside city limits. The purpose of the SOI is to ensure the provision of efficient services while discouraging urban sprawl and the premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. While the LAFCO cannot tell agencies what their planning goals should be, on a regional level, LAFCOs help coordinate the orderly development of a community so that the most efficient urban service arrangements are created for the benefit of area residents and property owners. The City's SOI boundary incorporates a total of 9,920 acres outside of the City limits (15.5 square miles) or 23 percent of the total land located in the Planning Area.



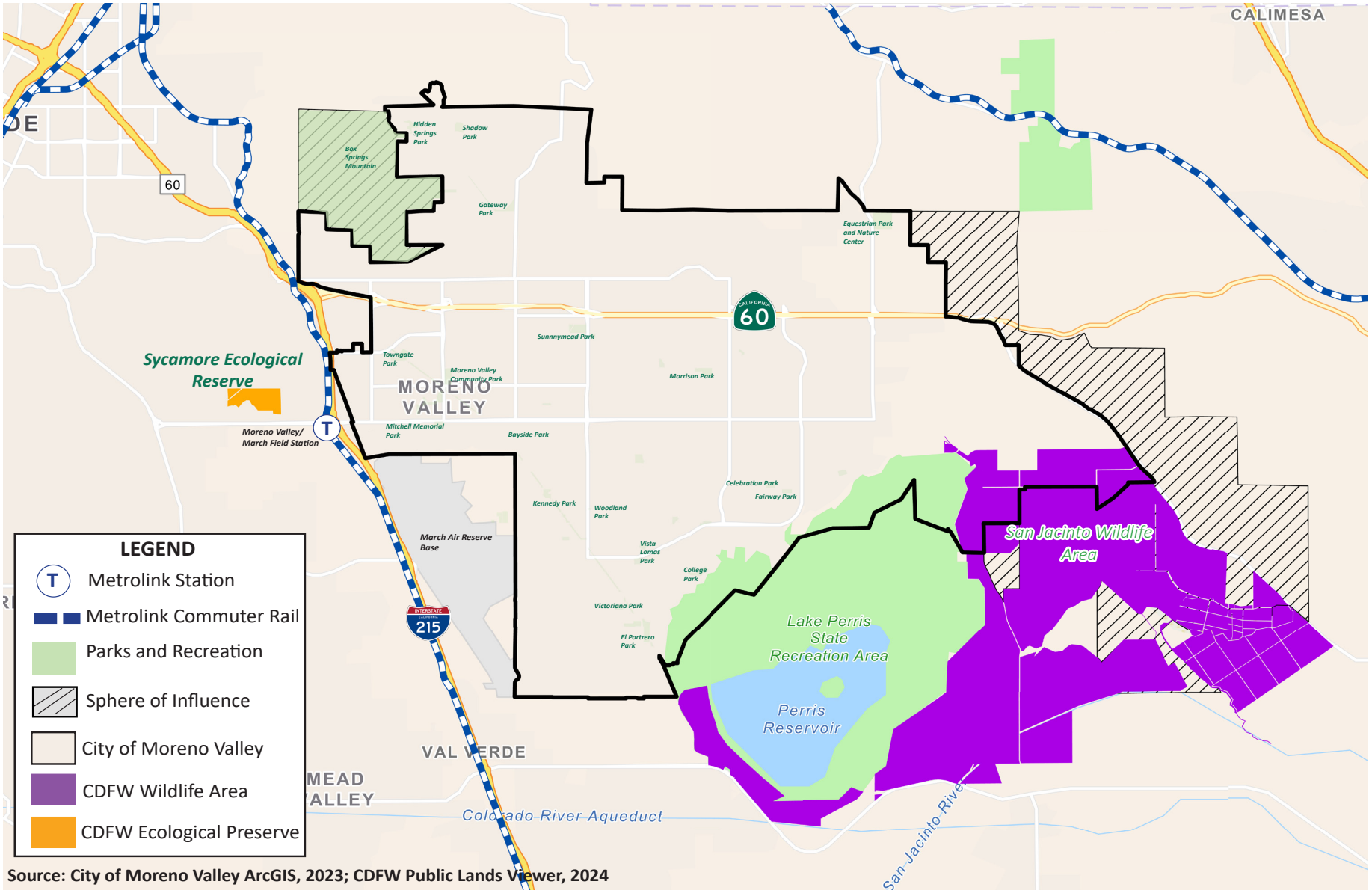
Photo credit: The Press-Enterprise, 2019.



Map I-1: Regional Context



Map I-2: Planning Area Boundaries



Source: City of Moreno Valley ArcGIS, 2023; CDFW Public Lands Viewer, 2024

NOT TO SCALE

Planning Context

HISTORICAL DEVELOPMENT PATTERN

Native American Indians were the first inhabitants of the Moreno Valley area. They hunted game and gathered seeds and left evidence in rocks that they used to grind seeds. Early settlers traveled through the area from northern Mexico to various mission settlements along a trail charted by Juan Bautista de Anza in 1774. The trail passed through the San Jacinto Valley, the Perris Valley, and southwest Moreno Valley. Moreno Valley and the rest of California became part of the United States in 1850. The Moreno Valley area began to develop in the late 1880's with the establishment of the Alessandro and Moreno settlements. The community of Moreno was built around the intersection of Redlands Boulevard and Alessandro Boulevard. The community of Alessandro was located within the limits of present-day March Air Reserve Base.



Clockwise from top left: Native American granite mortar stone, farming in the Moreno settlement in 1902, Camp Haan and March Air Force Base, Edgemont in the 1950s.
Photo credit: Moreno Valley Historical Society

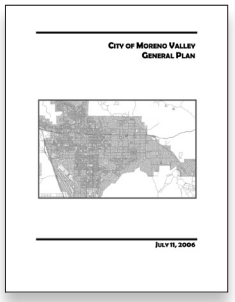
Urban development began after the establishment of the March Air Force base in 1927, and the unincorporated communities of Sunnymead, Moreno and Edgemont grew up around the base. From 1957 to 1989, the present-day Moreno Valley Mall was the site of the Riverside International Raceway, a motorsports racetrack and road course considered one of the finest in the country in its day. The area experienced a period of rapid population growth between 1970 and 1992, fueled by the construction of new homes and businesses. During that period, the population went from approximately 19,000 residents to over 118,000.

In 1984, the communities of Edgemont, Sunnymead, and Moreno came together to form the City of Moreno Valley and the first general plan was adopted in 1988 to guide future growth and development. Much of Moreno Valley's existing development pattern is the result of developer-driven specific plans, and residential subdivisions approved and/or developed prior to city incorporation as opposed to City-led comprehensive planning efforts. Residential land uses account for nearly 32 percent of land within the City limit, concentrated primarily in the western and central portions of the city where most development has historically occurred. Single-family housing accounts for the bulk of all residential uses within the city, established from specific plans such as Hidden Springs, Sunnymead Ranch, and Moreno Valley Ranch. Commercial uses are primarily concentrated in shopping centers such as the Moreno Valley Mall, TownGate, and The District, developed from specific plans such as TownGate and The District (formerly known as the Festival) and along Sunnymead Boulevard, Alessandro Boulevard and Perris Boulevard.

PRIOR PLANNING EFFORTS

The City's first General Plan was adopted in 1988 and the second General Plan was adopted in 2006.

The 2006 General Plan is almost 20 years old and since it was last comprehensively updated, plans have been prepared for large undeveloped areas in the east and the City has taken initial steps to plan comprehensively for the future. Highlighted planning efforts are described below. In 2021, the City updated the General Plan, as discussed below.



2006 General Plan

Prior to the 2040 General Plan adopted in 2021, the 2006 General Plan provided goals, objectives, policies, and programs that guided the future character of the City. The 2006 General Plan included all seven elements required by State law in 2006—land use, circulation, housing, conservation, open space, noise, and safety. An optional economic development element was planned for but not completed. In 2006, eight "ultimate goals" were identified for the 2006 General Plan:

- Exhibits an orderly and balanced land use pattern that accommodates a range of residential, cultural, recreational, business and employment opportunities.
- Is clean, attractive and free of blight and deteriorated conditions.
- Provides public services and public facilities that are needed and desired by the community, including, but not limited to, a library(s) and library services.
- Enjoys a healthy economic climate that benefits both residents and businesses.
- Provides recreational amenities, recreation services and open space, including, but not limited to, parks, multi-use trails, community centers and open space.

- Enjoys a circulation system that fosters traffic safety and the efficient movement of motor vehicles, bicycles and pedestrians.
- Emphasizes public health and safety, including, but not limited to, police, fire, emergency and animal services and protection from floods and other hazards.
- Recognizes the need to conserve natural resources while accommodating growth and development.

Through the 2040 General Plan Update process, the goals, objectives, policies, and programs were refreshed from the 2006 General Plan to respond to new economic, technological, social and demographic, and global challenges and opportunities that have arise since 2006.

Momentum MoVal



In 2016, the City adopted Momentum MoVal, the City's first Strategic Plan to guide the community's growth in a three to five year timeframe from 2016 forwards. The City's top priorities were grouped into six categories: Economic Development; Library; Public Safety; Infrastructure; Youth Programs; and Beautification, Community Engagement, and Quality of Life. Through the 2021 2040 General Plan Update process, including extensive community outreach and participation, the priorities and goals identified in Momentum MoVal were incorporated and refreshed to guide the community's growth, with particular attention to land use, towards year 2040.

General Plan Update Process

The City of Moreno Valley updated its General Plan in 2006. There have been significant changes in the City and the region since 2006 and new opportunities, challenges, and approaches had emerged to necessitate an update. The 2021 MoVal General Plan Update (GPU) process was initiated in late 2019 with a series of meetings involving City staff and a professional urban planning consultant (Dyett & Bhatia) retained by the City, and the launching of a website for the 2021 MoVal General Plan (www.MoVal.org/2040). The 2021 GPU was a comprehensive reexamination of Moreno Valley's planning context and the community's vision and involved close collaboration with Moreno Valley residents in a variety of forums to ensure that the Plan closely reflected the community's goals and priorities through the Plan's 2040 planning horizon.



The 2021 MoVal process involved four main phases, described below. Phase 1 focused on identifying issues and opportunities to address in updating the General Plan and culminated in Vision and Guiding Principles that describe Moreno Valley's shared values and its aspirations for the future. Phase 2 explored different options for achieving the vision established on the basis of input from community members and decision-makers. Several different concepts for land use and circulation were evaluated and a preferred plan concept was identified. Phase 3 saw the creation of a draft plan based on the approved vision and concept from prior phases and completion of environmental review. Phase 4 involved public review of the draft documents and formal hearings before the Planning Commission and City Council prior to adoption of the 2021 General Plan Update.

Community involvement was an integral component of the 2021 General Plan Update process. Below are some highlights:

- Four in-person workshops and one virtual workshop were conducted to receive community feedback on a variety of issues that affect daily life in Moreno Valley including land use, transportation, economic development, and more. English and Spanish language materials and translation were available.
- Two citywide online surveys, available in English and Spanish, were conducted and valuable input was provided by the community for how the City can develop in the coming years. Over 700 responses were received from the online surveys.
- An online webinar-style listening session in English and Spanish was conducted as part of supporting efforts for the preparation of the environmental justice and housing elements. The goal of the listening session was to receive input from residents, particularly from Moreno Valley's western neighborhoods which may be more impacted, and from everyone that wanted

to provide feedback for important policies and top priorities for community development. A total of 56 community organizations/groups, community churches/places of worship, and local businesses were contacted to support community outreach to disadvantaged groups.

In addition, a General Plan Advisory Committee (GPAC) was formed to serve in an advisory role—advising and informing City staff, consultants, Planning Commission, and City Council—and met regularly throughout the course of the project to help define community input into a shared vision, brainstorm issues and ideas, and review the policy content of the General Plan to ensure that it met the needs and desires of the community. Other community members also attended the GPAC meetings and provided input. Further, City Council and Planning Commission meetings were held throughout the General Plan Update process. The ideas and feedback gathered through the community outreach process deeply informed and are embedded within this General Plan.

On July 15, 2021, the Sierra Club filed a Verified Petition for Writ of Mandate and Complaint for Declaratory Relief in the Riverside County Superior Court (Sierra Club v. The City of Moreno Valley Case No. CVRI2103300) challenging the City's decision to certify the Final Program Environmental Impact Report (EIR) and adopt the 2021 MoVal 2040 General Plan Update (also referred to as 2021 GPU), Climate Action Plan, and Zoning Ordinance Amendment as reflected in Resolution Nos. 2021-46 and 2021-47, and Ordinance No. 981, respectively. Thereafter, on June 21, 2022, the People of the State of California ex rel. Rob Bonta, Attorney General for the State of California ("People") filed a Motion for Leave to Intervene, which was followed by the filing of a Petition for Wirt of Mandate-in-Intervention, on July 11, 2022. In the name of the People, the Attorney General also challenged the City's approval of the MoVal 2040 Comprehensive General Plan Update, Climate Action Plan, and related actions, and the certification of the Final Program EIR.

On March 5, 2024, the Riverside County Superior Court (Hon. Chad Firetag) issued its Statement of Decision on the Petitions of the Sierra Club and California Attorney General, granting in part and denying in part the Petitions. In the Statement of Decision, the Court granted the Petitions on the issues of inadequate baseline, air quality/climate changes (greenhouse gas [GHG] emissions)/energy use analyses, but denied the Petitions on the issue of land use analysis. Subsequently, on May 6, 2024, the Court issued a Peremptory Writ of Mandate ("Writ") ordering the City to set aside Resolution No. 2021-46 (certifying the EIR and adopting the findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program), Resolution No. 2021-47 (approving the General Plan Update and CAP, and adopting related findings), and Ordinance No. 981 (approving Zoning Ordinance Amendment PEN2021-0030 and adopting related findings). In addition, the Writ ordered the City to set aside certification of the Final Program EIR for the 2021 GPU, Climate Action Plan, Zoning Ordinance Amendment, and related findings. Within the requisite time, the City took the necessary actions to rescind, set aside, and vacate the aforementioned approvals and certification of the Final Program EIR for the 2021 GPU, as commanded by the Writ.

Consistent with the Statement of Decision, the City has prepared this 2024 MoVal 2040 General Plan Update (2024 GPU) and the Revised Draft Environmental Impact Report (Revised Draft EIR), specifically to address the Court's concerns regarding using the appropriate baseline, and analyzing air quality/climate changes (GHG emissions) and energy use. As such, this 2024 GPU incorporates the analysis from the 2021 GPU that were either not challenged in the Petitions or ordered by the Writ to be rescinded, set aside or vacated by the City, in addition to necessary updates, such as changes in the City's demographics and existing conditions, that have taken place in the City since the 2021 GPU and the Final Program EIR were challenged by the Sierra Club and the California Attorney General.





Vision and Guiding Principles

The Vision and Guiding Principles to the right form the basis for the policies of the 2040 General Plan. They are an expression of the collective hopes and aspirations that members of the Moreno Valley community have for the City's future and were formed from all of the input shared by community members throughout the planning process.

DYNAMIC ECONOMY

- Diversify the local economy, building on strengths in health care, education and attracting new businesses
- Create a flexible land use framework that facilitates job growth and livability
- Create well-paying jobs for Moreno Valley residents to reduce the need for long commutes
- Ensure adequate infrastructure to support local job growth
- Partner with business, industry and educational institutions on training and workforce preparedness programs
- Promote tourism and attract visitors, leveraging natural assets like Lake Perris
- Improve socio-economic conditions for all Moreno Valley residents



VIBRANT GATHERING PLACES

- Foster Town Centers as places for Moreno Valley residents and visitors to shop, dine, do business, and have fun
- Create inviting gateways into Moreno Valley from freeways and major roadways
- Provide sports, recreation, and cultural facilities that provide a range of options for youth, families, and seniors and attract visitors to Moreno Valley
- Design and program public spaces that reflect Moreno Valley's cultural diversity

COMMUNITY IDENTITY

- Build local pride and a strong sense of place
- Make Moreno Valley a Destination City with a modern, innovative brand and become a model community where people choose to live, work, and play
- Provide activities for youth and families to build community bonds
- Support churches, community groups, and non-profit organizations to deliver community services



LIVABLE NEIGHBORHOODS

- Recognize that housing affordability is critical so people can grow up and grow older in Moreno Valley
- Provide housing adapted to our future needs and lifestyles
- Create opportunities for neighborhood interaction
- Prioritize safety on roads, near schools, in public places, and neighborhoods
- Promote active lifestyles with trail connections, parcourse courses, and other recreational amenities
- Prioritize clean air, water, fresh food, and community health
- Maintain roads in good condition, improve traffic circulation, and plan for new technology that optimizes mobility
- Ensure Moreno Valley is livable and welcoming for seniors, veterans and other special needs groups



Concept Areas

The focus of the 2040 General Plan is primarily on the concept areas shown on Map I-3. Through the outreach process, community members shared their vision for the concept areas and the policy framework of this Plan was developed to guide their evolution. Outside of these concept areas, no changes were made to the land use map.

Plan Organization, Structure, and Related Documents

PLAN ORGANIZATION

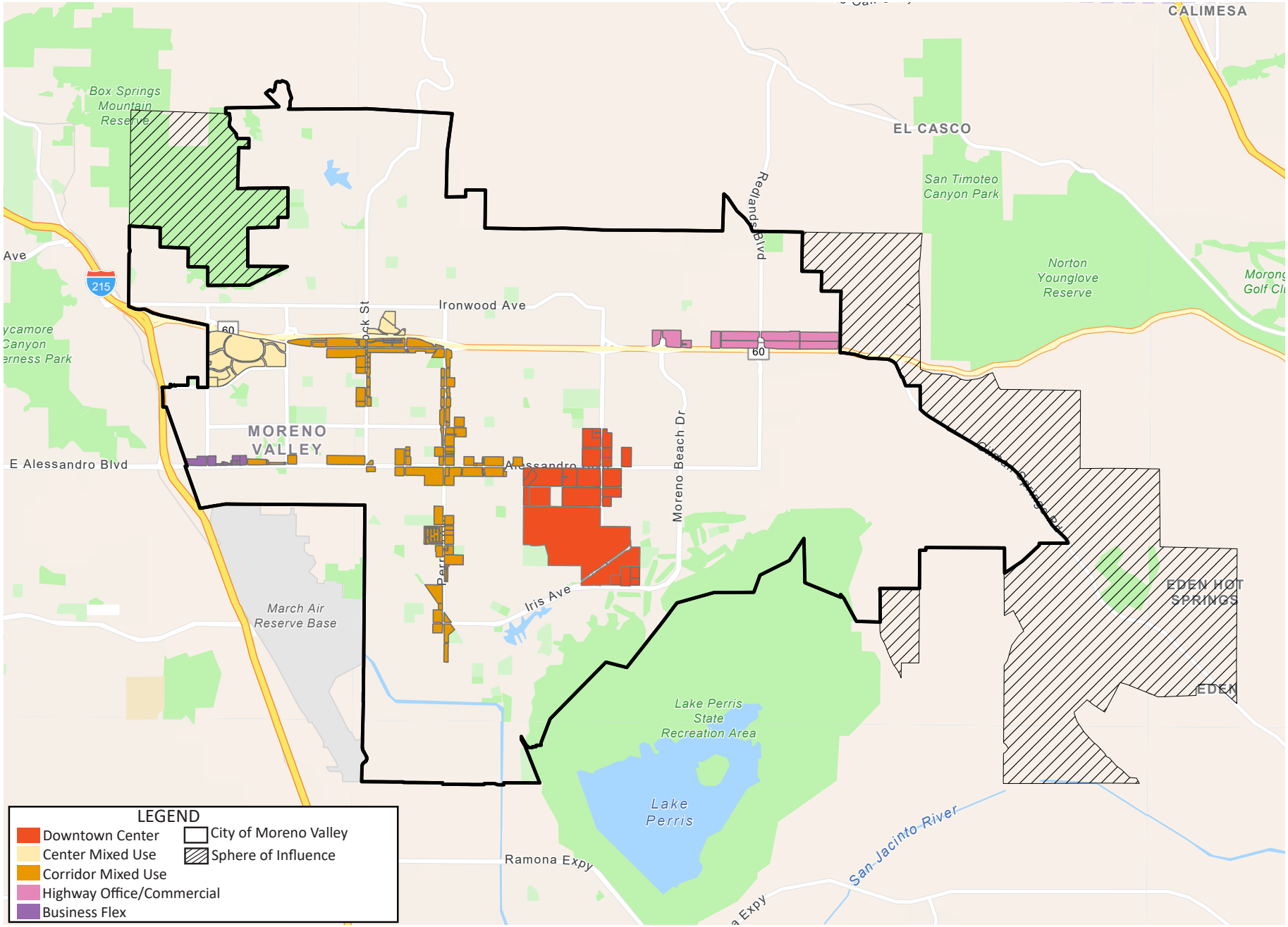
The 2040 General Plan addresses the eight state-mandated topics as well as three additional topics of local importance: economic development, community character, and health. The chapters of the 2040 General Plan are summarized below.

1. **Introduction.** This chapter outlines the purpose and uses of the General Plan; provides a community profile; recaps the update process; summarizes the Vision and Guiding Principles for Moreno Valley's future growth and development; and provides an overview of the General Plan organization, relationship to other plans, and requirements for administration.
2. **Land Use and Community Character.** This element satisfies the legal requirements for a General Plan land use element and describes the existing land use pattern and provides an explanation of the General Plan's approach to Citywide growth, including a map showing the distribution and location of land uses. It also includes standards for density and intensity and considers growth impacts on military readiness. This element combines land use, a required topic by State law, and community character, an additional topic that is a clear priority for the community based on outreach to decision makers and its relationship to economic development. This element describes the existing land use pattern and provides an explanation of the General Plan's approach to Citywide growth.
3. **Economic Development.** This element addresses a topic of local importance, providing an overview of the population and employment context in Moreno Valley, and outlining goals and policies to support a strong, dynamic economy.
4. **Circulation.** This element satisfies the legal requirements for addressing the topic of circulation and provides a circulation diagram identifying major thoroughfares; transportation routes for vehicles, transit, bicycles, and pedestrians; and also military airports. The element also includes policies for "complete streets," which provide a balanced, multimodal transportation network serving all users and abilities.
5. **Parks and Public Services.** This element satisfies the legal requirements for addressing the topics of open space for outdoor recreation and the location and extent of public utilities, including water, sewer, stormwater, and electricity. This element also provides background information and a policy framework related to police and fire services, schools, community facilities and libraries, and parks and recreation.
6. **Safety.** This element satisfies the legal requirements for addressing the topic of safety and community protection from wildfires, flooding, seismic events, landslides, dam inundation, and climate change. This element includes background information, policies, and standards for community protection from natural and human-made disasters, including promoting safety and compatibility with the March Air Reserve Base adjacent to City limits.
7. **Noise.** This element satisfies the legal requirements for addressing the topic of noise and identifies noise sources, quantifies future noise levels through a contour map, and establishes measures to address noise issues.
8. **Environmental Justice.** This element satisfies the legal requirements in planning for "Disadvantaged Communities" identified under Senate Bill (SB) 535. This element addresses the topics of air quality and pollution exposure; safe and sanitary homes; public facilities and physical activity; healthy food access; and civic engagement and investment prioritization.
9. **Healthy Community.** This element addresses a topic of local importance closely linked to the Environmental Justice Element and contains background information and policies aimed to focus engagement towards traditionally underrepresented groups such as youth and those with less fluency in English; provide opportunities for social connections; provide an array of health care options; and promote businesses that support healthy and active lifestyles.
10. **Open Space and Resource Conservation.** This element satisfies the legal requirements for addressing the topic of conservation including natural resources (water, air, biological), Tribal cultural resources, and open space for environmental and scenic conservation. This element includes background information and policies relating to resource conservation, environmental protection, energy and water conservation, and reuse and recycling.

The Housing Element of the General Plan is published under a separate cover.

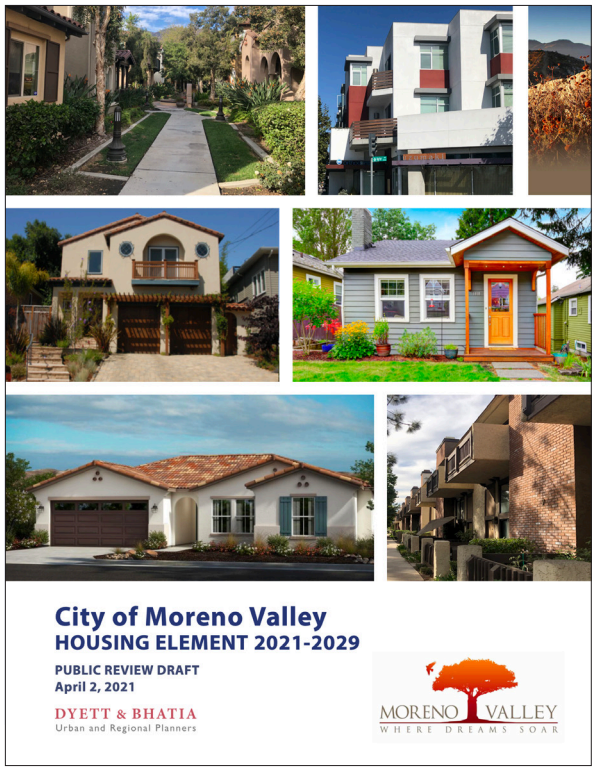


Map I-3: 2040 General Plan Concept Areas



POLICY STRUCTURE

Each chapter of this General Plan includes brief background information to establish the context for the goals and policies in the chapter. This background material is not a comprehensive statement of existing conditions nor does it contain any adopted information. Within each element, a tripartite structure of Goals, Policies, and Actions structure each element and provide a clear hierarchy. Within this structure, Goals describe general desired results that the community seeks to create through the implementation of the General Plan. The Policies and Actions establish the "who," "how," and "when" for carrying out the "what" and "where" of Goals. Policies and implementing Actions both support the Goals, described below.



- *Goals*—A Goal describes a desired outcome or end state.
- *Policies*—A Policy is a specific statement that regulates activities in the City, guides decision-making on an ongoing basis and directs implementing actions to achieve a goal. General Plan policies guide City staff and decision-makers in their review of land development projects and in decision-making about City actions.
- *Actions*—An Action is a measure, procedure, or technique intended to implement one or more policies to help reach a specified goal. Typically, an action is a discrete item done once and completed. In that sense, when taken together, the actions in the General Plan constitute a "to-do list" for the City.

RELATED DOCUMENTS

Revised Draft Environmental Impact Report

The 2024 GPU is accompanied by a Revised Draft EIR prepared according to the California Environmental Quality Act (CEQA). The Revised Draft EIR is a detailed analysis of the potential environmental effects of the General Plan, and the Revised Draft EIR evaluates alternatives to the proposed project and presents ways to reduce or avoid environmental damage. The Revised Draft EIR ensures environmental opportunities and constraints are identified and incorporated into the planning process, and informs policies that can mitigate any adverse environmental effects of the Plan. As part of the Revised Draft EIR, the environmental baseline was updated to reflect existing conditions and is included in Appendix G, Methodology for Establishing the MoVal 2040 Environmental Baseline and Horizon Year Forecast, of the Revised Draft EIR.

Local Hazard Mitigation Plan

The General Plan provides an overarching framework for protecting life and property in the community from natural and human-made hazards. The Local Hazard Mitigation Plan acts as Moreno Valley's primary implementing tool to identify the City's hazards, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term natural or human-made hazard risks to human life and property for the City of Moreno Valley and its residents.

Parks, Recreation and Open Space Comprehensive Master Plan

The General Plan identifies community needs and potential locations of parks and recreational facilities in Moreno Valley to provide guidance for update of the Parks, Recreation and Open Space Comprehensive Master Plan. The Parks Master Plan acts as Moreno Valley's primary implementing tool for parks planning, bridging the City's General Plan and Capital Improvement Plan. The Master Plan provides a detailed inventory of Moreno Valley's existing parks and recreational facilities and future needs, as well as guidelines for the development of future facilities and potential funding sources.

Master Drainage Plans

The Moreno, Sunnymead, and West End Master Drainage Plans cover the vast majority of land within the City and are administered by the Riverside County Flood Control District and Water Conservation District and have been adopted by the City. The Master Drainage Plans are the primary implementing tools for identifying the range of public and private improvements necessary to contain storm water flows and alleviate drainage and flooding issues in Moreno Valley.

Administration, Implementation, and Amendments

IMPLEMENTATION

The General Plan is implemented by the decisions of the Planning Commission and City Council and by the Zoning Ordinance, specific plans, redevelopment plans, and the City's Capital Improvement Plan (CIP).

Capital planning represents an ongoing investment in the City's future to ensure the timely repair and replacement of aging infrastructure, and the implementation of priorities to meet the demands of the community. The CIP is a comprehensive planning document that identifies revenues with the capital projects expenditure budget. The CIP also augments the existing capital projects budget information and facilitates the long-range capital projects planning process. The CIP is published every two years and includes the completion and addition of new capital projects adopted each fiscal year coordinating with the City's two-year budget cycle.

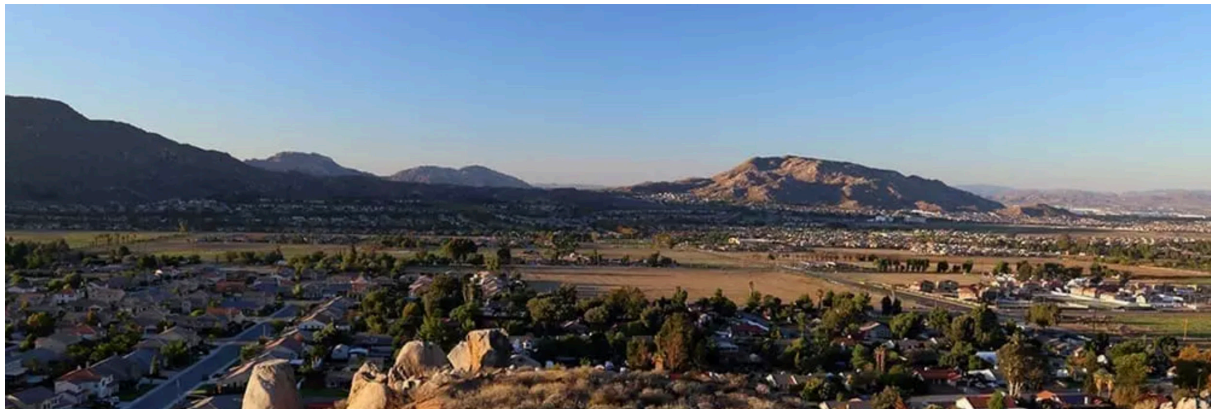
Moreno Valley Municipal Code Title 9, Planning and Zoning, often called the Zoning Ordinance, includes detailed use classifications and standards. The zoning map must be consistent with the General Plan map, but it will not be identical to it. Existing specific plans will need to be updated for consistency with the General Plan and future specific plans also must be consistent with the General Plan.

AMENDMENTS TO THE GENERAL PLAN

The General Plan is a living document. As such, it should be updated periodically as site-specific circumstances change from the time of writing, to respond to new State or federal law, or to modify policies that may become obsolete or unrealistic over time.

Changes in policy as well as the development of unforeseen opportunities or needs will require amendment of the General Plan. Per California Government Code Section 65358, no mandatory element of this General Plan may be amended more frequently than four times during any calendar year. Within this limitation, amendments may be made at any time as determined by the Moreno Valley City Council, and each amendment may include more than one change to the Plan.







2 Land Use & Community Character

How land is used underlies our experience of a community. Providing a balance of residential, commercial, and industrial land uses together with open space ensures opportunities for people to live, work and enjoy leisure time without having to travel outside a city. Mixing different land uses in certain areas creates focal points with activities and amenities that bring people together throughout the day and contributes to a greater sense of place. Separating incompatible land uses minimizes potential conflicts and promotes public health and safety.

Moreno Valley is projected to see significant growth in the coming years, and with careful planning, new development can enhance the local quality of life, improve the public realm, and bring economic opportunities. This chapter provides a flexible framework to guide development and conservation in Moreno Valley over time, establishing land use designations, density and intensity standards, and a range of goals, policies, and actions that will guide decision-making for the next 10 to 20 years. This chapter satisfies the statutory requirements for the General Plan Land Use Element and also addresses community character and placemaking, topics of importance to residents of Moreno Valley.

Existing Land Use and City Structure

The urban structure of Moreno Valley is defined by the surrounding natural topography and by the existing residential neighborhoods, commercial centers, and industrial districts in the City, as well as the transportation infrastructure that links them. Moreno Valley was originally laid out on a one-square mile gridiron plan common throughout the American West. Much of the original layout remains today, with large "superblocks" defined by major arterial roads that generally organize the City into half-mile squares. This grid pattern is broken up to follow the natural topography at the foot of the Bernasconi Hills in the southeast and along the northern hills and mountains. The western edge of the City is formed by the March Air Reserve Base and Interstate 215.

As shown on Map LCC-1, existing development is predominantly located in the western part of the City. Residential land uses account for more than 31 percent of the existing land use within the City limit, while commercial and retail uses occupy 3 percent of the land within the City limit and are concentrated adjacent to Highway 60 and along key corridors, including Alessandro, Sunnymead, and Perris Boulevards. Light industrial uses, including large scale distribution centers, occupy about 4.8 percent of land within the City and are located along the southern boundaries near the March Air Reserve Base and south of State Route 60 on the east side. Overall, the City features a decentralized structure with residential, commercial, public and institutional uses generally separated from one another and distributed across the community.

Notably, a full 27 percent of the land within the City limit is vacant, including large undeveloped tracts of land at the interior of the City near the hospital complexes and other existing urban development. With ready connections to the local and regional transportation network, these infill areas present important opportunities for new employment, housing, and recreational uses that will help bring economic prosperity and enhanced quality of life.



Figure LCC-1: Existing Land Use, City of Moreno Valley

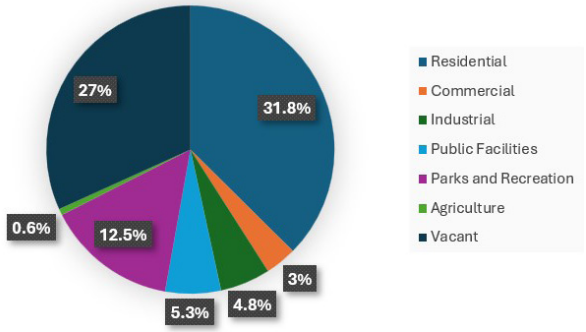
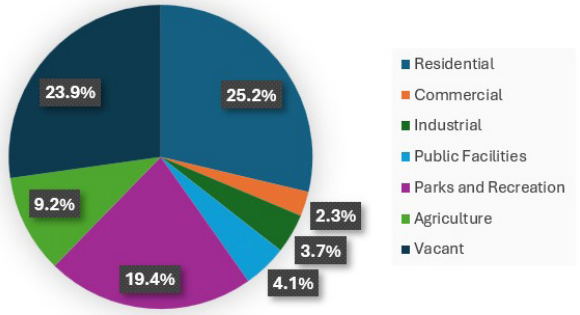
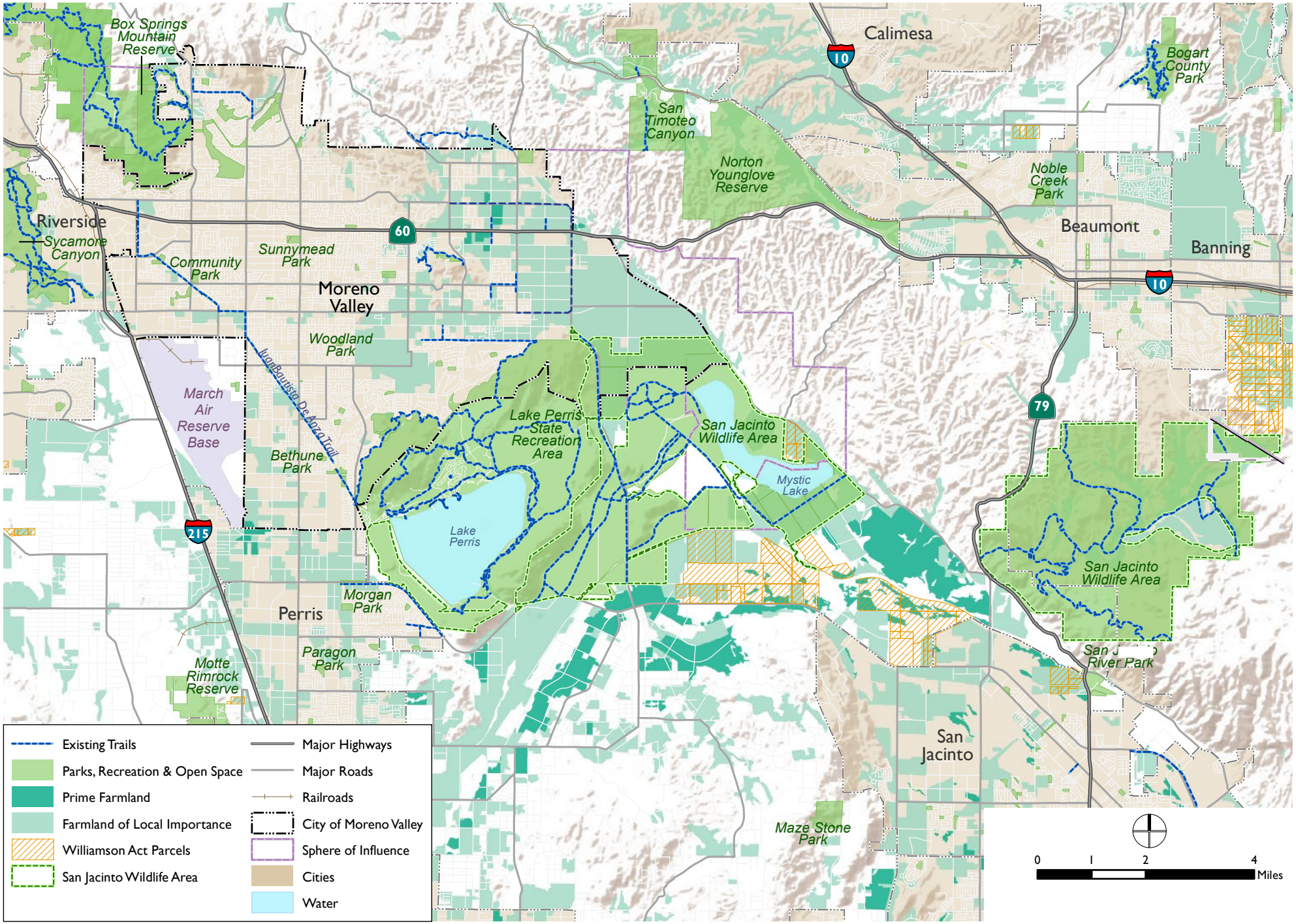


Figure LCC-2: Existing Land Use, Total Planning Area



Map LCC-1: Moreno Valley Structure



Development Potential

In addition to vacant land, there are also areas of the City with underutilized properties that present opportunities for infill development. Underutilized properties are those where the value of the land is worth more than the buildings and structures on it, giving the owner an incentive to redevelop with new uses that command higher rents or sale prices. For example, a large surface parking lot with more spaces than are needed to serve the businesses at a shopping center could be considered underutilized and could be redeveloped with other uses to serve community needs, such as housing that in turn would provide more customers for the stores and restaurants on the site. City-owned properties may also present opportunities, particularly when located adjacent to vacant and underutilized land.

Areas where vacant, underutilized, and City-owned properties are clustered present the best opportunities for redevelopment, as they are locations that can accommodate significant physical change. Within Moreno Valley, areas with the most potential to accommodate new development over the next 20 years are shown in Map LCC-2. Some of these areas have specific plans that have already been approved by the City Council to guide their evolution. In areas where existing specific plans have been newly adopted or where unbuilt capacity remains and circumstances have not changed, including industrial areas in the east and southwest of the City, the Plan envisions continued implementation of the adopted specific plans. For the other areas shown on Map LCC-2 – labeled concept areas – the existing specific plan may have achieved its useful life or may require a future update. If there is no specific plan in place, the Plan presents a vision and a set of policies and actions to implement it based on community input. Additionally, outside of the concept areas and specific plan area, the Plan envisions new development on vacant parcels in a manner consistent with the existing land use pattern and character of the surrounding area.

Overall, buildout of the Plan is projected to result in approximately 33,812 new homes and 38,993 new jobs by 2040. This translates to a ratio of 1.2 jobs per home in Moreno Valley in 2040.



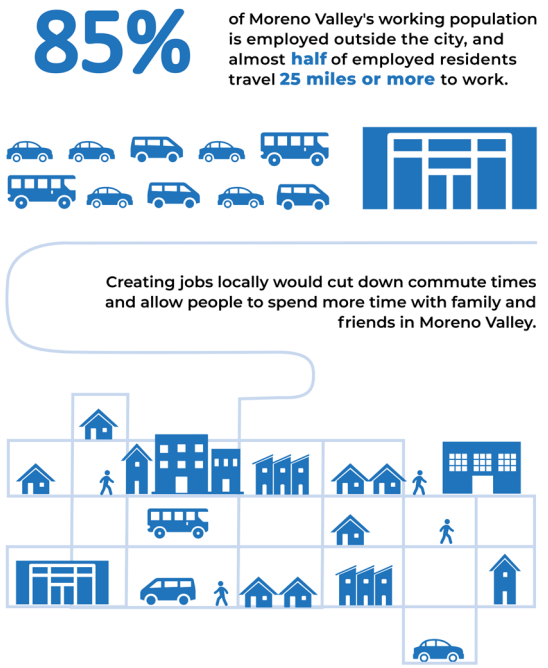
27 percent of land within the City limit was vacant as of 2024.



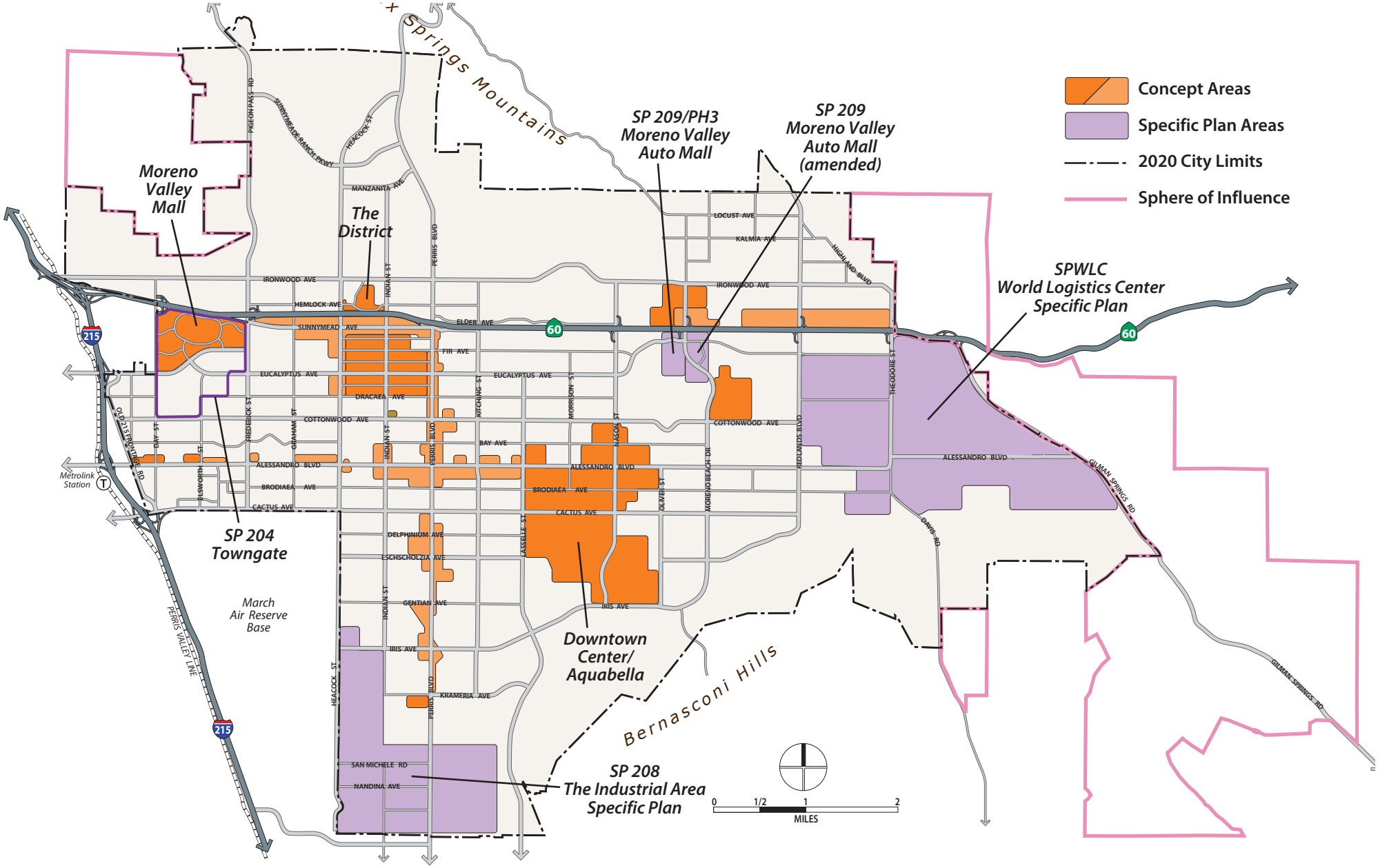
The Moreno Valley Mall is an opportunity site for redevelopment.

Table LCC-1: Development Potential and Jobs-Housing Balance

	HOMES	JOBS	JOBS / HOUSING RATIO
2024	53,048	65,303	1.23
2040	86,860	104,296	1.2
Increment	33,812	38,993	



Map LCC-2: Concept Areas and Major Specific Plans

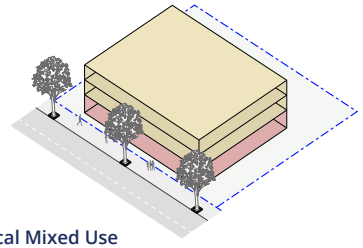


Land Use Framework and Vision

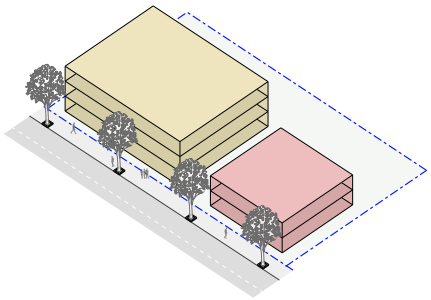
This Plan presents a framework to further the City's evolution from suburban community to a complete City with an integrated mix of housing, employment, educational, cultural, and recreational options and to create a good job to housing balance. The concept of mixed use is central to the vision for the future of Moreno Valley. Fostering a mix of complementary land uses within a prescribed area has helped to generate vibrant, successful districts in communities throughout California and across the nation. Mixed use can involve multiple uses in the same building – for example, retail shops at ground level with apartments above – or it can involve two or more compatible uses in separate buildings on the same property. Mixed use can also be achieved with a mix of uses located within sight distance of one another along a corridor. The key is that a range of options for living, working, doing business, and enjoying leisure time are located in proximity to one another in a way that reduces the need for parking and driving while increasing opportunities for people to interact.

The Plan outlines strategies for greater integration of uses in different parts of the City and a better balance between employment and residential uses, with more areas designated for mixed-use development rather than single use. It recognizes the physical elements that help define the character of Moreno Valley, including Residential Neighborhoods, Centers, Corridors, Business Districts, and Gateways. Together, these elements represent the future urban structure of the City and the relationship between them is shown in Map LCC-3.

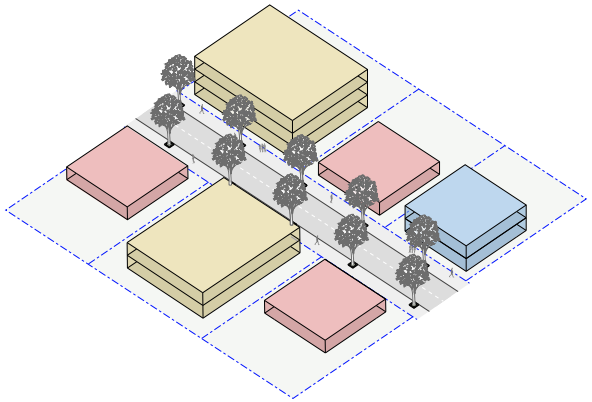
Figure LCC-3: Mixed Use



Vertical Mixed Use



Horizontal Mixed Use Site

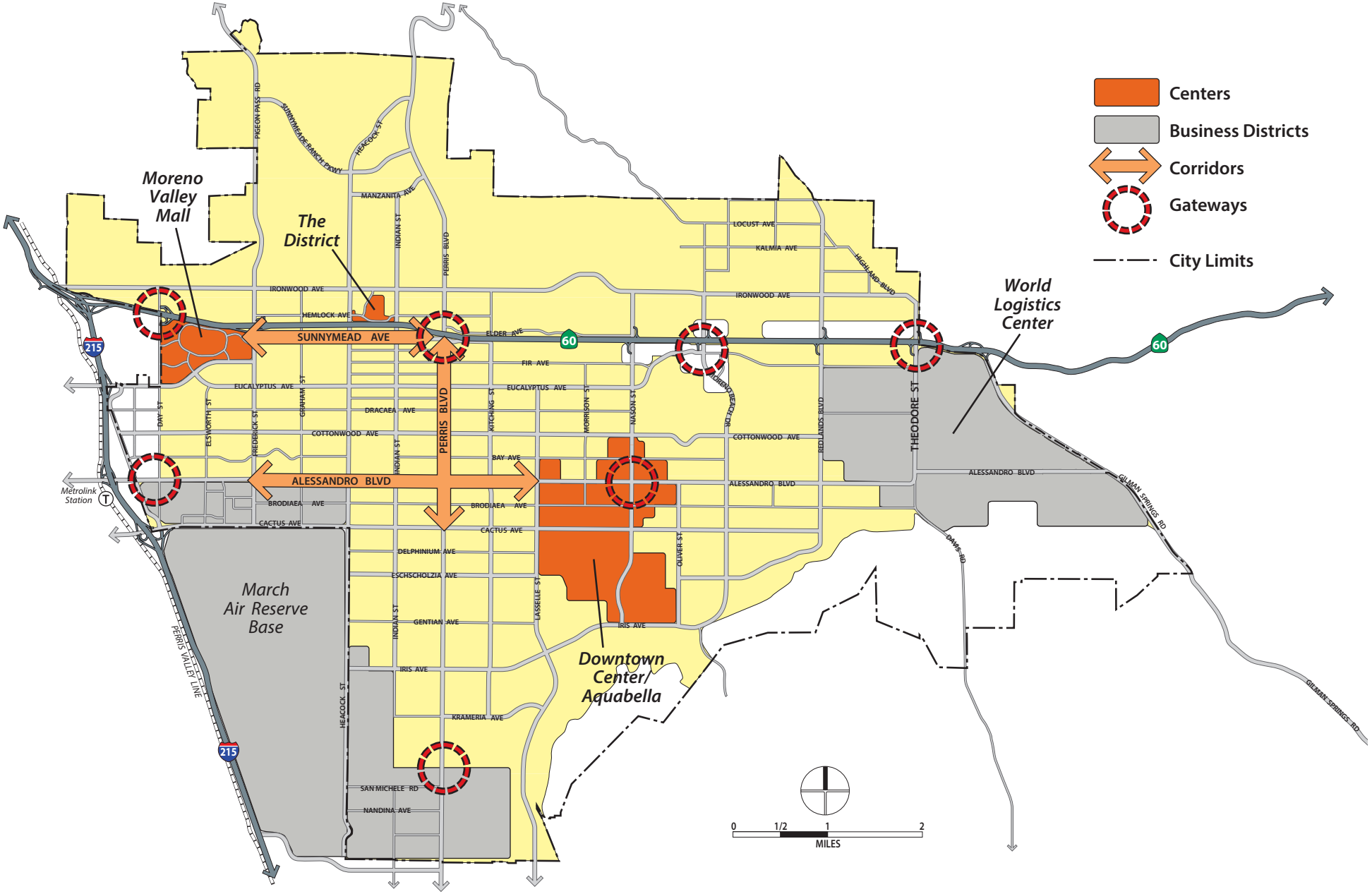


Horizontal Mixed Use along a Corridor



Photo credit: The Grove, Austin

Map LCC-3: Land Use Framework



- *Residential neighborhoods* form the basic fabric of the community. These are areas of the City characterized primarily by housing, parks, and community facilities. Neighborhood boundaries are based on the historic development pattern, subdivision boundaries, and local tradition. Each neighborhood has its own distinct character, defined by the buildings, streets, and public places, as well as by the people who live there.

- *Centers* are vibrant mixed use areas that act as major focal points in the community, offering an array of choices for living, working, shopping and enjoying free time. They are dynamic destinations with amenities that draw local residents from Moreno Valley and visitors from the wider region. A new Downtown Center in the heart of the community is envisioned as the City's premier activity center, with additional centers at the Moreno Valley Mall and the District.

- *Corridors* are major thoroughfares that connect the City's neighborhoods and centers, tying the community together. They link residents to key destinations around town with safe, convenient connections for transit, bicycling, and walking, and provide opportunities for higher density housing. Alessandro, Sunnymead, and Perris Boulevards are Moreno Valley's primary transit routes and all have significant capacity for infill development, which will help transform these areas into attractive corridors lined with housing and focused nodes of mixed used commercial activity concentrated at key intersections.

- *Business Districts* are areas of the City with significant concentrations of businesses and easy access to the regional transportation network. Concentrated primarily along the eastern and western edges of the City, these areas are home to nationally and internationally renowned companies and make a vital contribution to the local economy. Design of these areas provides buffering from adjacent uses and adds to the character of the City.

- *Gateways* are entry points into Moreno Valley located along major regional and local thoroughfares. They heighten sense of place and announce arrival into the community through building design and placement and site features such as landscaping, plazas, art, and signage.

The land use framework articulated in this Plan enhances livability and quality of life for current and future residents with strategically located walkable activity centers, new parks and open spaces, and a variety of amenities to support urban lifestyles.

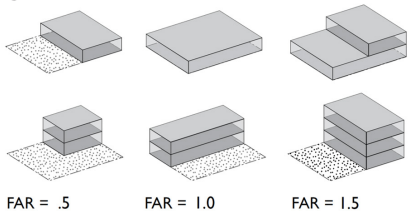


LAND USE DESIGNATIONS

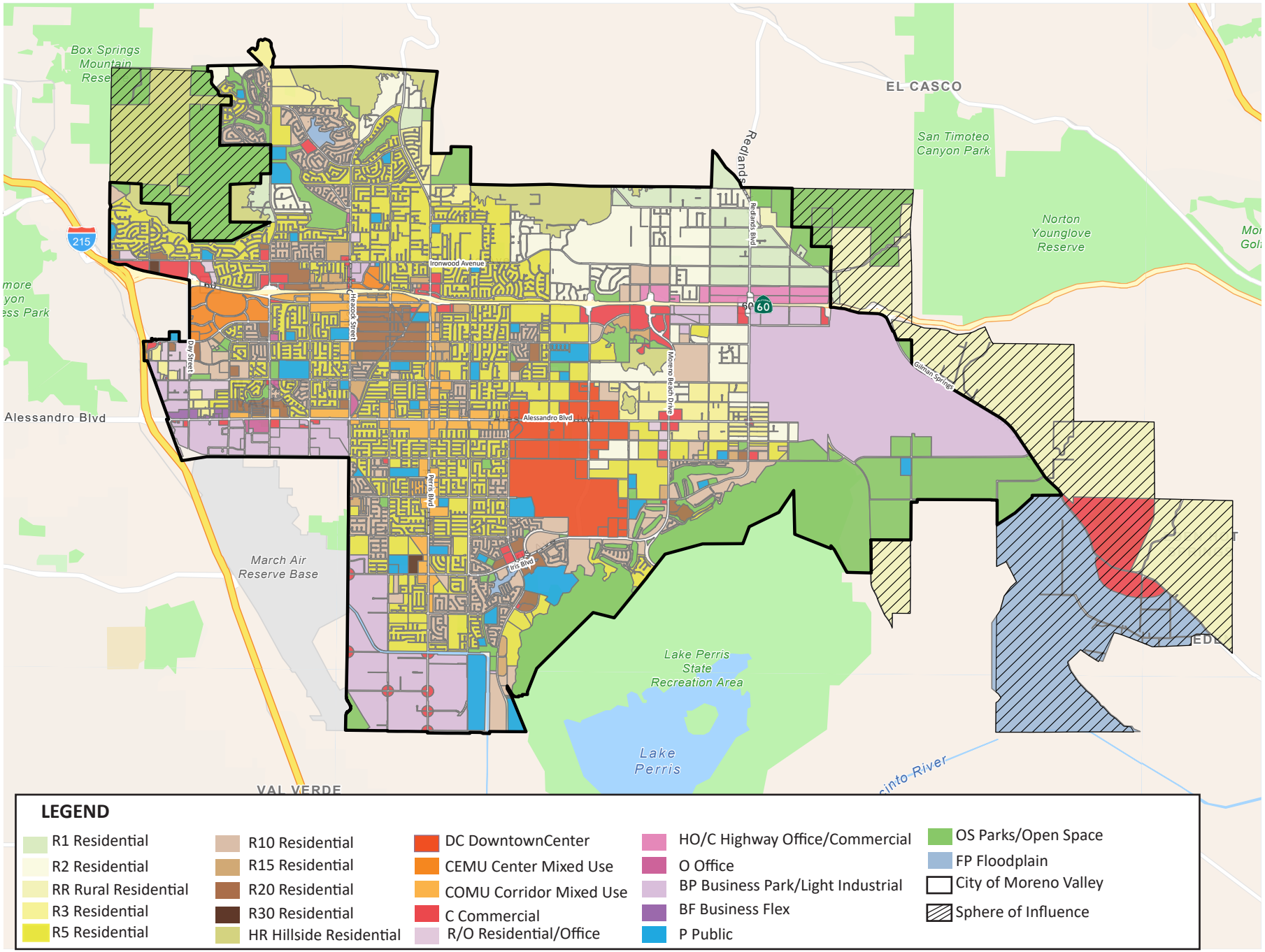
The General Plan Land Use Map (Map LCC-4) illustrates the long-term vision for development and conservation in the planning area, translating the elements of City structure with land use designations that describe the character envisioned for each neighborhood and district. Each designation includes standards for density or intensity of use. Residential densities are expressed in terms of dwelling units per acre. Building intensities for non-residential uses are expressed in terms of floor area ratio (FAR), which is the ratio of gross building area (excluding surface parking areas) to net lot area, both expressed in square feet (see Figure LCC-4). FAR does not regulate building placement or form; it defines the total amount of development allowed on a given lot. In the designations below, FAR represents an expectation of the overall intensity of future development. The maximums assigned to the land use designations below do not constitute entitlements, nor are property owners or developers guaranteed that an individual project, when tested against the Plan's policies, will be able or permitted to achieve these maximums.

While most of the land in Moreno Valley is developed pursuant to the development regulations for the zoning district for the land, there are a number of specific plans which regulate the development of the specific plan areas in greater detail.

Figure LCC-4: FAR



Map LCC-4: General Plan Land Use



Mixed Use Designations

DOWNTOWN CENTER

Plan policy provides for development of a vibrant new Downtown Center at the heart of the City to serve as a focal point of the community and destination for people from around the region. It 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. It integrates existing uses and layers compatible new land uses and public amenities together at various scales and intensities to foster a mix of uses that encourages people to live, work, play, and shop within the Downtown Center.





Photo credit: Transit Village Associates

CENTER MIXED USE (CEMU)

This designation provides for the redevelopment of existing commercial centers and adjacent properties with a range of commercial and residential uses to complement existing development at prominent entry points into the community. The Centers are envisioned as integrated, pedestrian-oriented places with a mix of uses including retail, dining, entertainment, offices, lodging, recreational and cultural facilities that cater to both motorists passing through and residents of surrounding neighborhoods. The Centers may also incorporate higher-density housing on-site to support the vitality of commercial uses and activate the area. The maximum permitted FAR in the CEMU designation is 1.25, with a residential density range of 20 to 35 dwelling units per acre. On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area.



CORRIDOR MIXED USE (COMU)

This designation provides for a mix of housing with supporting retail and services that cater to the daily needs of local residents. Permitted uses include housing, retail, restaurants, personal services, public uses, and professional business offices. Retail uses should be concentrated at intersections and limited to no more than 25 percent of the maximum permitted FAR , excluding parking. A mix of uses is not required on every site but is desired on sites at intersections in order to foster nodes of commercial mixed use development along the corridor. Mixed use may be in either a vertical format (multiple uses in the same building) or horizontal format (multiple single-use buildings on the same parcel). The allowable residential density is 15-25 dwelling units per acre, with densities on the lower end of that range where proposed development abuts existing low density residential development. Maximum permitted FAR for commercial uses is 1.0. On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area.



Commercial/Office/Industrial

BUSINESS FLEX (B-F)

This designation provides for a range of business activities involving production, distribution, or repair with supporting office and commercial space. Permitted uses include light manufacturing, research and development, warehousing and distribution, automobile services and repair, and other uses consistent with applicable airport land use compatibility regulations. Corresponding zoning will be performance-based in order to promote flexibility and minimize non-conformance issues with existing uses. The maximum permitted FAR in the B-F designation is 0.5.

HIGHWAY OFFICE/COMMERCIAL (HO/C)

This designation provides for a distinctive employment or educational campus at the eastern gateway to the City. Primary permitted uses include office, educational, and/or research and development facilities organized in a clustered development pattern with intervening areas of landscaped open space. Auxiliary commercial uses, including restaurant, retail, and service uses are also permitted. The architectural style of development should reinforce the rural character intended for the surrounding area. The maximum permitted FAR in the HO/C designation is 0.4. On smaller parcels, additional FAR may be permitted to achieve the desired vision for the area.









Residential Designations

HILLSIDE RESIDENTIAL

The primary purpose of areas designated Hillside Residential is to balance the preservation of hillside areas with the development of view-oriented residential uses.

a. Within the Hillside Residential category, appropriate residential uses would include large lot residential uses. Lots smaller than one acre may only be permitted as clustered units to minimize grading, and other impacts on the environment, inclusive of the Multi-Species Habitat Conservation Plan.

b. The maximum residential density within Hillside Residential areas shall be determined by the steepness of slopes within the project. The maximum allowable density shall not exceed one dwelling unit per acre on sloping hillside property and shall decrease with increasing slope gradient.

c. Future development within Hillside Residential areas shall occur in such a manner as to maximize preservation of natural hillside contours, vegetation, and other characteristics. Hillside area developments should minimize grading by following the natural contours as much as possible.

d. Development within Hillside Residential areas shall be evaluated to determine the precise boundaries of the area. If the Community Development Director determines that adequate slope information is not available, applicants requesting to develop within these areas shall complete a slope analysis for the proposed development site. Portions of the development that exceed an average slope of 10 percent shall adhere to the policies within the Hillside Residential category. Portions of the development where the slopes are less than 10 percent on average shall adhere to policies within the adjacent land use category.

RURAL RESIDENTIAL

The primary purpose of areas designated Rural Residential is to provide for and protect rural lifestyles, as well as to protect natural resources and hillsides in the rural portions of the City.

a. The maximum residential density within Rural Residential and areas shall be determined by the steepness of slopes within the individual project area. The maximum allowable density shall be 0.4 dwelling units per acre (an average lot size of 2.5 acres) on flat terrain and shall decrease with increasing slope gradient.

b. Within the Rural Residential category, appropriate residential uses include large lot residential uses. Lots smaller than 2.5 acres may only be permitted as clustered units to minimize grading and other impacts on the environment, inclusive of the Multi-Species Habitat Conservation Plan.

R1 RESIDENTIAL

The primary purpose of areas designated R1 Residential is to provide for and protect rural lifestyles. The maximum allowable density for projects within the Residential 1 areas shall be 1.0 dwelling unit per acre.

R2 RESIDENTIAL

The primary purpose of areas designated R2 Residential is to provide for suburban lifestyles on residential lots larger than commonly available in suburban subdivisions and to provide a rural atmosphere. The maximum allowable density shall be 2.0 dwelling units per acre.

R3 RESIDENTIAL

The primary purpose of areas designated R3 Residential is to provide a transition between rural and urban density development areas, and to provide for a suburban lifestyle on residential lots larger than those commonly found in suburban subdivisions. The maximum allowable density shall be 3.0 dwelling units per acre.





R5 RESIDENTIAL

The primary purpose of areas designated R5 Residential 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.

R10 RESIDENTIAL

The primary purpose of areas designated R10 Residential is to provide for a variety of residential products and to encourage innovation in housing types. Developments within Residential 10 areas are typically expected to provide amenities not generally found in suburban subdivisions, such as common open space and recreational areas. The maximum allowable density shall be 10.0 dwelling units per acre.

R15 RESIDENTIAL

The primary purpose of areas designated R15 Residential 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 allowable density shall be 15.0 dwelling units per acre.

R20 RESIDENTIAL

The primary purpose of areas designated R20 Residential is to provide a range of high density multi-family housing types. Developments within R20 Residential areas shall also provide amenities, such as common open spaces and recreational facilities. The maximum density shall be 20 dwelling units per acre.

R30 RESIDENTIAL

The primary purpose of the R30 Residential district is to provide higher housing than is typically found within other areas of the City. This designation is intended as an area for development of multi-family residential dwelling units at a maximum allowable density of 30 dwelling units per net acre in accordance with the provisions





Non-Residential Designations

COMMERCIAL

The primary purpose of areas designated Commercial is to provide property for business purposes, including, but not limited to, retail stores, restaurants, banks, hotels, professional offices, personal services and repair services. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include compatible noncommercial uses. Commercial development intensity should not exceed a FAR of 1.00 and the average floor area ratio should be significantly less.

OFFICE

The primary purpose of areas designated Office is to provide for office uses, including administrative, professional, legal, medical, and financial offices. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include limited non-office uses that support and are compatible with office uses. Development intensity should not exceed a FAR of 2.00 and the average intensity should be significantly less.

RESIDENTIAL/OFFICE

The primary purpose of areas designated as Residential/Office is for the establishment of areas for office-based working establishments or residential developments of up to 15 dwelling units per acre. The zoning regulations shall identify the particular uses and type of residential developed allowed on each parcel of land. Overall development intensity shall not exceed a Floor Area Ratio of 1.0.

BUSINESS PARK/LIGHT INDUSTRIAL

The primary purpose of areas designated Business Park/Light Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a FAR of 1.00 and the average FAR should be significantly less.

PUBLIC

The primary purpose of areas designated Public/Quasi-Public is to provide property for civic, cultural and public utility uses, including, but not limited to schools, libraries, fire stations, museums, and government offices. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a FAR of 1.00 and the average FAR should be significantly less.

PARKS/OPEN SPACE

The primary purpose of areas designated Parks/Open Space is to provide areas that are substantially unimproved, including, but not limited to, areas for outdoor recreation, the preservation of natural resources, the grazing of livestock, and the production of crops. Development intensity should not exceed a FAR of 0.10 and the average FAR should be significantly less.

FLOODPLAIN

The primary purpose of areas designated Floodplain is to designate floodplain areas where permanent structures for human occupancy are prohibited to protect the public health and safety. Development intensity should not exceed a FAR of 0.05.



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

Identifiable Structure

POLICIES

LCC.1-1: Foster a balanced mix of employment, housing, educational, entertainment, and recreational uses throughout the City to support a complete community.

LCC.1-2: Expand employment opportunities locally and provide sufficient lands for commercial, industrial, residential and public/quasi-public uses while ensuring that a high quality of life is maintained in Moreno Valley.

LCC.1-3: Locate manufacturing, logistics and industrial uses in areas with good access to the regional transportation network near the periphery of the City.

LCC.1-4: Focus new development in centers and corridors so as to support the vitality of existing businesses, optimize the use of utility infrastructure, and reduce vehicle trip frequency, length, and associated emissions.

LCC.1-5: Encourage mixed use development in either a vertical or horizontal configuration in the Downtown Center, the Moreno Valley Mall/Towngate Center area, and at key intersections along major transit routes.

LCC.1-6: Promote infill development along Alessandro, Sunnymead, and Perris Boulevards to create mixed use corridors with a range of housing types at mid-to-high densities along their lengths and activity nodes at key intersections with retail/commercial uses to serve the daily needs of local residents.

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

ACTIONS

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

Growth Management

POLICIES

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

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

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

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

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

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

ACTIONS

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



Vibrant Gathering Places

DOWNTOWN CENTER

Fostering a downtown destination with a full range of choices for shopping, dining, doing business, and having fun is an important objective for Moreno Valley, strongly supported in the community. Although activity centers are distributed throughout the City today, there is no distinct downtown core. However, a large area around the prominent crossroads of Nason Street and Alessandro Boulevard presents a prime opportunity to foster a Downtown Center for the City and the region. Encompassing approximately 1,200 acres near the geographic center of the community, the Downtown Center area features two regional medical facilities – the Riverside University Health System and the Kaiser Permanente Medical Center – direct access to SR- 60 and I-215, and the impressive backdrop of the Bernasconi Hills to the southeast. Moreno Valley College is located a short distance to the south. Approximately 80 percent of the land in the Downtown Center Specific Plan area is vacant and undeveloped today, including the approved 686.6 acre Aquabella Specific Plan area and the 69.6-acre Town Center at Moreno Valley Specific Plan, at the northwest corner of Nason and Alessandro, both of which were recently approved.

The Downtown Center is envisioned as the primary hub and focal point of Moreno Valley and an economic and cultural engine in the region. With a range of activities day and night, this thriving area will draw people and businesses to Moreno Valley and will showcase the highest quality architecture/design to rival anything in the region. The Downtown Center will integrate the existing hospital complexes and provide visual and physical connections to Moreno Valley College, Lake Perris, and other key destinations within the community. Nason Street is envisioned as a grand boulevard and central spine of the Downtown Center, with the highest intensity of development focused along it. A walkable new "main street" is envisioned at the core, lined with shops, restaurants, workplaces, and cultural venues. Density and intensity will reduce gradually outward from the core to transition to the surrounding neighborhoods. New development will be organized around an interconnected grid of streets within the Downtown Center to break up the superblocks and provide convenient, safe bicycle and pedestrian linkages within the area. A prominent feature of the Downtown Center will be a new Central Park, providing pedestrian and bicycle connectivity to the hospitals and residential areas and designed with family-friendly amenities and programmed with regular festivals and events. Recognizing recreation and entertainment as key contributors to the vitality of the Downtown Center, the area is envisioned to host a performing arts venue and sports and recreation facilities.



Visibility is a critical design consideration for the Downtown Center. Design guidelines for development at the core of the Downtown Center seek to take advantage of the relatively flat terrain and promote higher building heights to help build visual connections from other locations within the community and enhance the prominence of the Downtown Center as an important destination. A marquee building, like a clock tower, is envisioned to serve as an identifiable downtown landmark visible from anywhere in the City. Additionally, public plazas and other vantage points within the Downtown Center should be designed to allow for view of the scenic hills surrounding the City, enhancing sense of place.



Full realization of the Downtown Center will take many years. The Plan lays out a flexible framework to guide the evolution of the area, including principles for land use and urban design, circulation, and parks and open space. As individual projects are proposed in the area, proponents will be required to develop an area plan demonstrating consistency with these principles and the buildout projections for the area analyzed in the 2040 General Plan Revised Draft EIR. The Plan envisions the integration of the Aquabella Specific Plan area into the Downtown Center, allowing for development of supportive medical facilities, a hotel, and shops and services oriented to patients and their families adjacent to the hospitals, while also permitting development of the low-to-mid density development consistent with the underlying zoning for the Specific Plan Area.







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

POLICIES

LCC.2-1: Create a Downtown Center with a vibrant mix of uses that will serve as the primary hub and focal point of Moreno Valley economic and cultural engine in the region.

LCC.2-2: Require that proposed projects in the Downtown Center prepare an area plan demonstrating consistency with the principles outlined in Table LCC-2 and the illustrative development program shown in Table LCC-3 prior to approval. Development on smaller parcels may satisfy this requirement with a site plan.

LCC.2-3: Within the Downtown Center, ensure the high intensity of development is concentrated so as to create a central core with a mix of uses to activate it throughout the day and evening and to promote strong connectivity between new uses and the Riverside University Healthy System Medical Center (RUHSMC), Aquabella, and the Kaiser hospital campus.

LCC.2-4: Leverage the presence of the hospitals and large tracts of vacant land to attract new higher-wage employers to the Downtown Center.

LCC.2-5: Integrate new employment-oriented uses into the fabric of the Downtown Center as employment, educational, corporate, and research campuses and/or as part of mixed use developments.

LCC.2-6: Create a Central Park facility to serve as a defining feature of the Downtown Center.

LCC.2-7: Recognize recreation and entertainment as key contributors to the vitality of the Downtown Center and accommodate a world class sports/recreational facility to provide activities and entertainment for Moreno Valley residents.

LCC.2-8: Transform Nason Street and Alessandro Boulevard into grand boulevards with a distinctive, inviting character that announces arrival in Downtown Moreno Valley.

LCC.2-9: Support the vitality of commercial and retail development downtown with significant new housing in and adjacent to the Downtown Center.

LCC.2-10: Create an attractive, safe environment for bicycles and pedestrians that promotes "micro-mobility" and connectivity within the Downtown Center as well as encourage electric and autonomous vehicles.

LCC.2-11: Allow for the evolution of the Downtown Center and encourage site planning that facilitates redevelopment of sites within the core of the area in the future as land values increase and higher development intensities become more financially feasible.

ACTIONS

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

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



Table LCC-2: Downtown Center Development Principles: Land Use and Urban Design

- Focus the highest intensity of development along Nason Street with a mix of **employment, residential, civic, cultural, restaurant, hotel, and entertainment uses** to serve Moreno Valley residents and visitors.
- Build the visual presence of the Downtown Center with **taller building heights, landmarks, trees, and distinctive branding and signage.**
- Orient new buildings to the street, minimize setbacks along street frontage, and ensure a consistent street wall to promote a **walkable, pedestrian-friendly** environment.
- Provide common, resident-serving uses such as **lobbies, fitness centers, and common areas in visible**, ground-floor locations within multifamily developments and mixed use buildings to activate the street level.
- Locate **higher density residential uses** along major arterials (Alessandro Boulevard, Cactus Avenue, and Nason Street) and transition to lower intensity residential and employment-oriented uses in other parts of the Downtown Center.
- Locate low and medium density housing (up to 20 du/ac) and neighborhood-serving shops and services on the periphery of the Downtown Center and on streets adjacent to the **Central Park** feature in order to integrate the park into the rhythm of daily activity in the area.
- Preserve **views of the hills** to the southeast from within the Downtown Center and incorporate the natural topography into site development plans to help create a distinctive sense of place.
- Use a variety of **architectural styles** throughout the area, varying rooflines, building materials, colors, and façade articulation to heighten visual interest.
- Emphasize **human-scaled design** within large-scale commercial and mixed use development and employ measures such as articulated massing, awnings, and landscape elements to break down the scale of development.



Photo credit: CallisonRTKL





Photo credit: Jaime Green



Table LCC-2: Downtown Center Development Principles: Circulation

- Extend Brodiaea Avenue through the Cactus Avenue/Alessandro Boulevard superblock to serve as the **"Main Street"** with two central traffic circles and a walkable, pedestrian-oriented streetscape.
- Create a layered network of roadways with segments assigned for different travel modes in order to provide for both roadway safety and efficient traffic flow.
- Create smaller urban blocks to promote walkability. Block sizes should range between 330 and 660 linear feet. Blocks over 500 feet should feature mid-block connections such as **pedestrian pathways or alleys.**
- Provide a transit center to serve as a hub connecting destinations within Moreno Valley and the surrounding region with modern transit options such as on-demand service or micro-transit that are appropriate for the Moreno Valley context.
- Provide a grid of interconnecting streets with designated bicycle and pedestrian routes lined with sidewalks and furnished with pedestrian amenities throughout the area. Grade separated connections across arterial roadways should also be considered. Mid-block connections created as new developments are built will provide additional pedestrian and bicycle paths.
- Accommodate and encourage **electric and autonomous vehicles** with appropriate design and infrastructure.
- Provide distinctive connections between destinations within the Downtown Center (ex: RUHSMC Aquabella, and the Kaiser hospital campus), using curvilinear roads, generous pedestrian paseos, **branded wayfinding, signage** and other design techniques that contribute to a unique sense of place.
- Design the interconnecting streets that break up the superblocks with reduced street widths, street parking, consistent trees and landscaping to control traffic speed and create a more intimate feel and comfort through shading.
- Connect the Downtown Center to the City, State, and regional trail network with connections via Cactus, John F. Kennedy, and Iris.







Table LCC-2: Downtown Center Development Principles: Parks and Open Space

- Provide a **linear Central Park** feature that serves as both a focal point and gathering place for surrounding neighborhoods and the City as a whole.
- Connect the RUHSMC and the Nason Street/ Alessandro Boulevard Town Center development with a **pedestrian paseo**, lined with ground floor uses and featuring seating, landscaping, trees, and public art to create an active public space. Provide pedestrian paseos to connect new developments with each other and with the Kaiser hospital campus.
- Create a **network of public outdoor spaces** including neighborhood and community parks, so that all residents of the Downtown Center are within a half-mile walk of outdoor recreational space.
- Promote a variety of **plazas, pocket parks**, and other common outdoor spaces in commercial and employment areas. These are envisioned as privately-owned, publicly accessible spaces.
- Locate neighborhood parks and open spaces along designated **bicycle and pedestrian routes.**



Table LCC-3: Downtown Center Illustrative Development Program (Net New Development 2024-2040)

Residential	Low Density Residential (less than 10 du/ac)	1,320	units
	Medium/High Density Residential (more than 10 du/ac)	17,576	units
Employment	Retail/Service	505,890	square feet
	Office/R&D	1,465,000	square feet
	Other/Commercial	1,589,110	square feet





Rendering of Brodiaea Avenue

Brodiaea could be extended from Lasselle to Nason, creating a new mixed use Main Street within the Downtown Center.



Full buildout of the Downtown Center will take many years and it will be important to plan for the evolution of the area over time. Providing surface parking to the rear of buildings will help activate the streets in the near term. In the longer term, as the area gets built out and property values rise, these surface lots can be redeveloped with denser more intense uses.







MORENO VALLEY MALL AND TOWNGATE CENTER

Located at the prominent western gateway to the City, the Moreno Valley Mall and adjacent Towngate Center occupy 270 acres immediately south of SR 60. The Mall site was originally home to the Riverside Raceway, a popular racetrack that hosted NASCAR, IMSA, Formula One, and IndyCar races from the 1950s until its closure in 1989. Subsequently, the site was reborn as a regional shopping center featuring over 140 specialty stores when it opened in 1992. As the retail landscape continues to evolve with the rise of internet shopping and home delivery, the Mall has seen store closures in recent years and there are opportunities to re-imagine uses for the site and the adjacent Towngate Center once again. In particular, a Specific Plan amendment has added four additional multiple-family developments which will allow the development of up to 1,672 dwelling units to serve the needs of the community.

As the nationwide retail consolidation trend continues, malls across the country are re-thinking their operating models. Many are adding housing onsite to bring potential shoppers close to existing retail business, while others are moving to an "experiential" retail model that offers music, culture and interactive experiences alongside shopping, or incorporating sports venues, hotels, and offices onsite. The Plan envisions the addition of higher density housing suited for students, seniors, singles and young couples on the site, as well as restaurant and entertainment uses to enhance its role as an activity center in the community. Medical clinics, a grocery store, and other essential services could also help to ensure the vitality of the site over time, as uses of this type are resilient in the face of economic downturns. Family-friendly amenities and activities for youth and teens will also help keep the area active throughout the day and week. Site design should incorporate transit to facilitate easy access from other parts of the community and it should integrate with existing residential uses to the south.



POLICIES

LCC.2-12: Introduce medium to high density housing to the site and provide townhomes, apartments, and condominiums that cater to the needs of residents of all ages and stages of life.

LCC.2-13: Allow the maximum permitted FAR to be calculated across multiple parcels in a single proposed development at the Moreno Valley Mall in order to incentivize signature development that makes a positive contribution to community character at this prominent gateway site.

LCC.2-14: Focus on attracting essential services to the site, such as medical clinics, a grocery store, banks, and dry cleaners to the site to provide for the needs of area residents and ensure the vitality of the site over time.

LCC.2-15: Encourage mixed use development and the co-location of residential and commercial uses within sight distance of one another on the site to promote day and evening vitality.

LCC.2-16: Design residential buildings adjacent to the freeway with adequate ventilation and sound proofing to minimize air and noise impacts.

LCC.2-17: Provide restaurants, cafes and bars with terraces, as well as public plazas, parks, public art, and family-friendly amenities that activate public spaces and build sense of place.

LCC.2-18: Design and build new internal roadways with narrower widths, ample sidewalks, and street parking to help create a more intimate walkable feel in the areas.

LCC.2-19: Provide a network of interconnected streets, paseos, pathways, and bicycle routes onsite that facilitates travel through the site for pedestrians, cyclists and other non-motorized modes of transportation.

ACTIONS

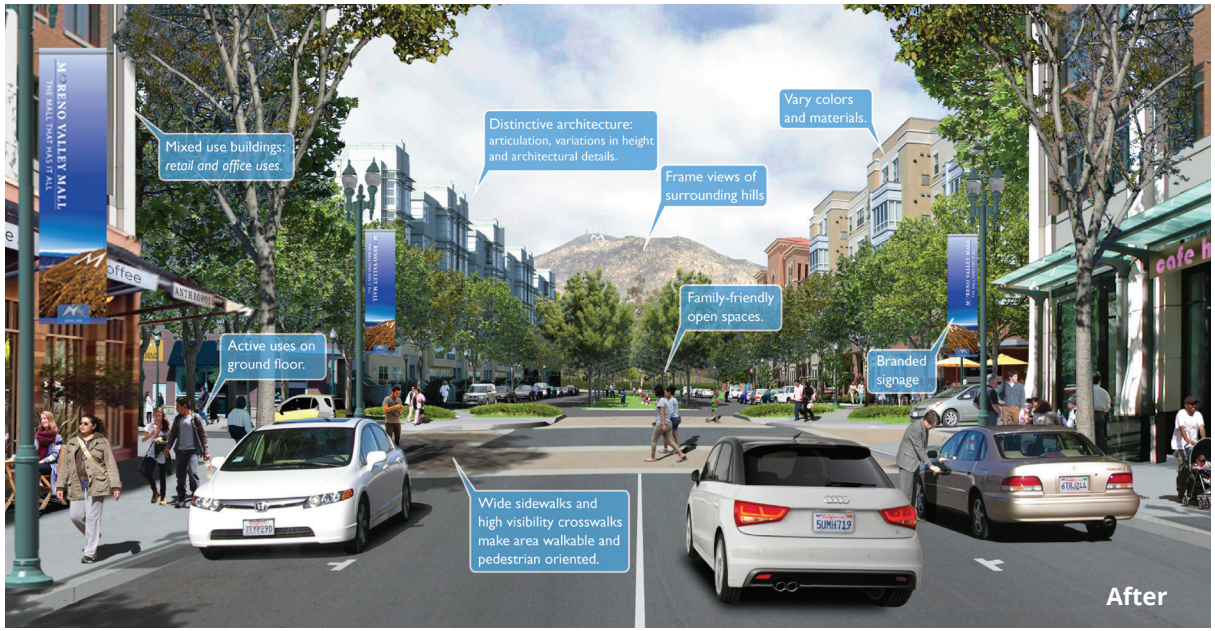
LCC.2-C: Work with property owners at the Moreno Valley Mall and Towngate Center to facilitate redevelopment of underutilized parcels.

Rendering of Potential Redevelopment on surface parking lots at the Moreno Valley Mall - View looking north









Rendering of view looking northeast from Indian/Sunnymead





THE PUBLIC REALM

Streetscapes

Streets are a foundational aspect of community life, providing spaces for community members to encounter not only the various locations and features of their city, but also one another. Pleasant streetscapes— which include site-specific building frontages, sidewalks, street furniture, and landscaping—create safe, attractive, and active streets. Streetscapes are also central to the flow of people through an area, and that area's connection to the City at large, as discussed further in Chapter 4, Circulation.

As of 2024, streets within the City are generally auto-oriented in their design and function. As new development occurs throughout the City, there are several challenges and opportunities for improved street design. As discussed in the Circulation Chapter, there are opportunities to design streets that allow for safer transportation for all modes, including walking and bicycling. Particularly along the Alessandro and Perris Boulevard corridors where significant new housing is envisioned, a major challenge in terms of streetscapes is that the character of the streets and sidewalks that delineate the public realm is often diminished by a weak building-to-street relationship with buildings oriented away from the street or set back from roadways, or the presence of walls blocking views of buildings from the sidewalk. The Plan envisions that new housing along the mixed use corridors will be oriented to the street in order to activate streetscapes and the public realm along these mixed use residential corridors. The Plan calls for the use of a variety of techniques to buffer pedestrians and housing from traffic and noise, including setbacks, landscaping, stoops, and raised entries.

The public realm includes a wide variety of spaces in the city that are open to and accessible by everyone. These include streets, laneways, squares, plazas, sidewalks, trails, parks, open spaces, and civic buildings. Memorable and lively places have an inviting and enjoyable public realm, composed of streets and open spaces that are central to community character, movement, and pedestrian comfort.



The Plan also includes a new Mixed Use Boulevard street typology, applicable along Perris Boulevard between Alessandro and Sunnymead Boulevards. This roadway is a major arterial, a designated truck route, and a principal transit corridor. The Mixed Use Boulevard typology features a raised center median with landscaped sidewalks to help buffer new housing envisioned along the corridor. The typology, described more fully in Chapter 4, Circulation, also accommodates transit stops near key intersections.



Looking forward, streetscape improvements that seek to create a more active, enjoyable public realm will be particularly influential along the corridors. As streetscape improvements are implemented, the street network will support increased public activity and pedestrian movement with amenities such as improved sidewalk treatments, distinctive lighting, and public art, as well as bicycle facilities in appropriate locations.

Corridor Streetscapes

POLICIES

LCC.2-20: Encourage site designs that create an active street frontage and screen parking from the frontages of Alessandro, Sunnymead and Perris Boulevards.

LCC.2-21: Orient residential uses to the street and discourage the use of walls and fences. Employ a variety of techniques to buffer residential uses on the corridors from traffic and noise, including setbacks, landscaping, stoops, and raised entries.

LCC.2-22: Encourage new mixed-use and commercial development to incorporate visual quality and interest in architectural design on all visible sides of buildings through the following approaches:

- Utilizing varied massing and roof types, floor plans, detailed planting design, or color and materials;
- Maintaining overall harmony while providing smaller-scale variety; and
- Articulating building facades with distinctive architectural features like awnings, windows, doors, and other such elements.

LCC.2-23: Ensure that commercial uses are designed to incorporate ground floor transparency and pedestrian activity.

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

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

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

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

Setbacks, landscaping, stoops and raised entries are examples of design techniques that can be used to buffer homes along the corridors from traffic and noise. Entrances to homes can also be oriented to courtyards that front the street.







Public Open Spaces

Plazas, paseos, and public open spaces are also key components of the public realm, offering locations for people to congregate and enjoy leisure time among other members of the community. As discussed in Chapter 5, Parks and Public Services, Moreno Valley offers a range of well-used parks, greenways, multi-use trails and open spaces. Incorporating new public spaces into new development in a manner that encourages regular use will contribute to livability on the neighborhood scale by ensuring community recreation and gathering spaces close to new homes. This section provides a framework for designing public plazas, paseos, and urban open spaces that are accessible and well-integrated into surrounding development. Further discussion regarding parks in Chapter 5, Parks and Public Services.

POLICIES

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

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

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

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

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

Community Character

The relatively flat terrain in much of Moreno Valley affords stunning views of the surrounding hills from many vantage points in the community. Taking advantage of this, a letter "M" was embedded in Box Springs Mountain in the 1960s and has become a symbol of the community and point of local pride. From dusk to midnight, the iconic "M" is lighted and special colors are used to highlight holidays, local causes, and special events. Building on this successful placemaking effort, there are many elements of local heritage and character that can be referenced to enhance Moreno Valley's unique sense of place – from the citrus groves that once grew in the area, to the Riverside Raceway, or the history of the original founding communities. This section provides strategies that can be employed to strengthen community character and sense of place, considering gateways, public art, and building and site design.

GATEWAYS

Gateways are urban design elements that mark the arrival or transition from one place to another. Gateways add to an area's identity and sense of place, while also serving as wayfinding elements that help people orient themselves, facilitating access to key destinations. Key features of effective gateways include visual and directional cues, such as:

- Signage and wayfinding;
- Unified landscaping, including street trees and plantings as well as planted medians;
- Streetscape treatments such as enhanced paving, street furniture, and accent lighting;

- Prominent architecture at gateways and key intersections; and
- Integration of private signage into the gateway palette.

Moreno Valley has several gateway features, both natural and human-made. The rocky outcropping known as Moreno Peak along Moreno Beach Drive is a distinctive feature and a landmark in the eastern part of the City. The gateway arch on Sunnymead Boulevard is another example, harkening back to the role of that corridor as the entertainment district and main street of the Town of Sunnymead prior to incorporation into the City. In addition to the gateways announcing arrival into Moreno Valley shown in Figure LCC-4, additional gateway treatments at entrances to new mixed-use centers and corridors can help build sense of place and aid with wayfinding.



PUBLIC ART

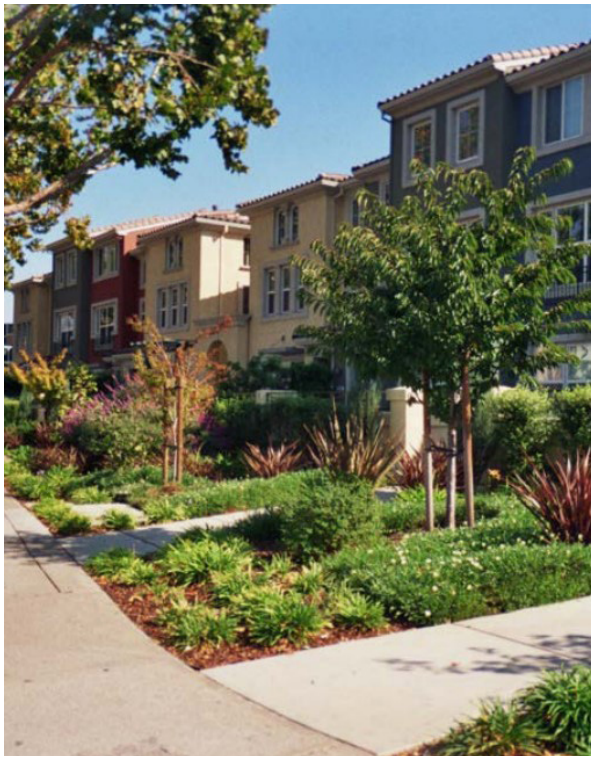
Public art plays an important role in relating the story and identity of a city and it provides an opportunity for local residents to share in defining community character. Moreno Valley residents have expressed a strong desire for arts, culture and programming that recognizes the cultural diversity of the community. Public art within major activity nodes and regional destinations and along major pedestrian corridors will play a key role in showcasing the City's character. Additional actions from the City may include the provision of spaces, programs and facilities that provide opportunities for artistic and cultural engagement.





LANDSCAPING

Landscaping can contribute greatly to placemaking and city identity, while also playing a role in environmental sustainability and stewardship through measures such as stormwater management, carbon sequestration, and the provision of habitats for wildlife. The establishment of a landscaping palette and corresponding strategies can serve these myriad purposes. Important factors to be considered in the establishment of a Citywide landscaping palette include the incorporation of native, drought-tolerant plants, the incorporation of colorful, flowering plants, and stormwater management opportunities.



HISTORIC RESOURCES

Although newly incorporated as a city, Moreno Valley has historic resources that date back to the founding communities of Edgemont, Sunnymead, and Moreno. These include Old Moreno School and First Congregational Church, which are markers of community heritage that contribute to local character and sense of place.

BUILDING AND SITE DESIGN

Building and site design within new development plays a significant role in neighborhood and city identity. These design elements influence our experiences of places and establish a relationship with existing surrounding uses. Building design and site planning occurs through the project approval process and implementation of the Planning and Zoning Code standards. The Policies below are intended to complement existing regulations, and design guidance will be reflected as needed in an update of the Code to embody the urban design objectives set forth in this chapter.

Site Planning and Parking

Appropriate site planning and parking requirements are important elements of well-designed new development in mixed use areas. Site planning that encourages fine-grained development (i.e., small blocks and building footprints) helps to achieve a more pedestrian friendly environment and provides opportunities for access and connectivity to surrounding streets and neighborhoods. Orienting buildings and active uses to public spaces and public streets further contributes to pedestrian friendliness by providing visual interest for those on foot. This fine-grained, pedestrian-friendly development is what is envisioned to occur in the new mixed-use corridors and centers. In addition, site-planning approaches such as right-sized parking requirements and parking design strategies, including locating parking to the rear or side of parcels, can help to create more walkable, memorable places.

Building Massing and Design

Building massing refers to the visual dominance of buildings, while building design refers to a building's architectural features. Building massing and design controls are crucial for ensuring appropriate, sensitive development, particularly when it is adjacent to existing residential neighborhoods. Building massing and design measures to be considered include providing for sensitive transitions between new and existing development so as to reduce impacts to existing neighborhoods, incorporating human and pedestrian-scaled design for new commercial and mixed-use development, and building design that incorporates visual quality and interest to contribute to placemaking.

Table LCC-4: Historic Resources

RESOURCE	ADDRESS	NOTES
Educational building: Moreno School	28780 Alessandro Blvd	Listed as point of historical interest; Under Criterion 3 (oldest local structure; excellent example of Mission Revival architecture)
First Congregational Church of Moreno	24215 Fir Avenue	Significant, under Criterion 3 as an example of the oldest surviving structures in Moreno





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

General

POLICIES

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

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

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



Gateways

POLICIES

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

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

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

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

ACTIONS

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

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

Arts and Culture

POLICIES

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

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

ACTIONS

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

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

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





Historic Resources

POLICIES

LCC.3-10: Balance the preservation of historic resources with the desire of property owners of historic structures to adopt energy efficient strategies.

LCC.3-11: Require any application that would alter or demolish an undesignated and unsurveyed resource over 50-years-old to be assessed on the merits of the structure.

Residential Areas

POLICIES

LCC.3-12: Promote the preservation, maintenance, and improvement of property through code enforcement to mitigate or eliminate deterioration and blight conditions, and to help encourage new development and reinvestment.

LCC.3-13: New and retrofitted fences and walls should incorporate landscape elements and changes in materials or texture to deter graffiti and add visual interest.

LCC.3-14: Within individual residential projects, a variety of floor plans and elevations should be offered.

LCC.3-15: Encourage building placement variations, roofline variations, architectural projections, and other embellishments to enhance the visual interest along residential streets.

LCC.3-16: Design large-scale small lot single family and multiple family residential projects to group dwellings around individual open space and/or recreational features.

LCC.3-17: Screen and buffer nonresidential projects to protect adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.

LCC.3-18: Design internal roadways so that direct access is available to all structures visible from a particular parking area entrance in order to eliminate unnecessary vehicle travel, and to improve emergency response.

ACTIONS

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



Commercial Areas

POLICIES

LCC.3-19: Ensure that neighborhood shopping centers are designed in a manner compatible with adjacent residential areas.

LCC.3-20: Rely on strong landscape treatments, setbacks, sign controls, and, where feasible, underground utilities and street improvements to prevent visual chaos where businesses are competing for attention.

LCC.3-21: Ensure that neighborhood shopping centers conform to regulations limiting the size, location, and general character of signage and facades so as not to disrupt the residential character of the neighborhood.

LCC.3-22: Preserve and encourage neighborhood stores that enable shoppers to walk or bike for everyday needs, provide access to healthy foods, and promote a sense of community.



LCC.3-23: Require reciprocal parking and access agreements between individual parcels where practical.

ACTIONS

LCC.3-G: Work with existing business owners to promote the improvement and maintenance of facades of commercial uses.

LCC.3-H: Pursue funding and programs to underground utilities and overhead wires.





Range of Housing Types

Residential development in Moreno Valley has largely been the result of master planned subdivision projects and today the housing stock is overwhelmingly single-family detached homes. A full 74 percent of the homes in the City are single-family residences in 2024, while multi-family homes accounted for 26 percent of the existing stock and mobile homes make up the balance. By way of comparison, the share of single-family homes is 76 percent in Riverside County and 65 percent on average throughout California. While housing prices in Moreno Valley remain more affordable than in coastal communities in Los Angeles and Orange Counties, the average homes sales price in the City has nearly doubled since 2010 and market indicators suggest there is strong demand in the short term for smaller rental units.

These factors point to a growing need to diversify the range of housing types in the community. Facilitating the construction of new town homes, apartments, condominiums, and small lot single-family attached and detached product will help ensure that a variety of options is available to suit the needs of people of all ages and income levels in the future. Significant capacity to accommodate these new housing types exists in the Downtown Center, Moreno Valley Mall/Towngate Center, and the Alessandro, Sunnymead, and Perris Boulevard corridors. These areas are all well-served by transit and close to shops and services. At the same time, single-family homes will still be an important part of the local housing mix and continued buildout of single-family neighborhoods is envisioned, including north of SR 60 and in the eastern portion of the city generally between Cottonwood Avenue, Redlands Boulevard, Cactus Avenue, and Moreno Beach Drive.

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.

POLICIES

LCC.4-1: Promote a range of residential densities throughout the community to encourage a mix of housing types in varying price ranges and rental rates.

LCC.4-2: Promote the development of a greater variety of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces, and senior and student housing to meet the needs of future demographics and changing family sizes.

LCC.4-3: Encourage a mix of for sale and rental housing units in centers and corridors.

LCC.4-4: Encourage multi-family developments and live-work units in residential mixed use areas to provide housing options that are affordable for artists, creative entrepreneurs, emerging industries, and home-based business operators.

LCC.4-5: Encourage the use of innovative and cost-effective building materials, site design practices and energy and water conservation measures to conserve resources and reduce the cost of residential development.

LCC.4-6: Cater to the needs of larger, multi-generational families by both promoting the development of 3 and 4-bedroom homes and by facilitating construction of accessory dwelling units.

LCC.4-7: Promote availability of senior and independent assisted living facilities distributed equitably throughout the community to meet the needs of the community's aging population.

LCC.4-8: Facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as on-site health and human services, community gardens, car-sharing, and bike facilities. Support the development of projects that serve homeless and special needs populations.

LCC.4-9: Densities in excess of the maximum allowable density for residential projects may be permitted pursuant to California density bonus law.











3

Economic Development

Prosperity for Moreno Valley means a dynamic local economy that creates well-paying jobs in a diverse range of industries, helps local businesses establish and grow, and empowers residents to participate fully in workforce. The purpose of the Economic Development Element is to lay out a framework under the General Plan that will guide bold economic development, education, and training initiatives and position Moreno Valley as the leading hub of business and industry in the Inland Empire.

Moreno Valley's success as an economic engine depends on attracting, supporting, and retaining a diverse range of businesses that will sustain the local economy in the face of changing market forces and on creating vibrant gathering places and attractive residential neighborhoods. It also requires nurturing local innovation and entrepreneurial spirit, while ensuring that business activities benefit the whole community. Equally, it requires preparing the local workforce for meaningful employment, including through professional and vocational programs, particularly for local youth. Other strategies important for economic development and prosperity are included in the Land Use and Community Character, Circulation, and Parks and Public Services Elements of this Plan.

Economic Profile

Moreno Valley is centrally located in a growing region. In recent years, the City has seen significant, sustained employment growth, adding over 26,925 new jobs between 2015 and 2022. With excellent access to the regional transportation network, existing concentrations of jobs in industry sectors that are expected to grow, and land available for development, the City is poised to capture an important share of regional job growth in the coming years.

Moreno Valley is home to over 4,500 businesses, including numerous Fortune 500 companies and internationally renowned firms. Principal employment sectors in Moreno Valley include wholesale and retail trade, healthcare, educational services, and accommodation and food services. The City is also home to innovative businesses in the fields of advanced manufacturing, aerospace, and clean/green technology. The local workforce is 65,303 strong, with a labor pool of over 1.1 million within a 20-mile radius, offering a broad spectrum of skills for employers to draw on. Moreno Valley also has desirable housing and a friendly small town attitude that make it an attractive place to raise a family or establish a business.



ORGANIZATION	BUSINESS TYPE	EMPLOYEES 2020
March Air Reserve Base	Public Sector - Military	9600
Amazon	Fulfillment	7500
Riverside University Health System Medical Center	Healthcare	3400
Moreno Valley Unified School District	Education	3100
Ross Dress for Less/ dd's Discounts	Distribution - Retail	2400
Moreno Valley Mall	Retail	1500
Kaiser Permanente Community Hospital	Healthcare	1457
Sketchers USA	Distribution - Retail	1200
Harbor Freight Tools	Distribution - Retail	788
Deckers Outdoor	Distribution - Retail	700
United Natural Foods, Inc.	Distribution - Grocery	700
Val Verde Unified School District (MV only)	Education	640
Procter & Gamble Distribution Center	Distribution - Retail	603
Moss Bros. Auto Group	Automotive	600
Walgreens Co.	Distribution - Retail	600
Moreno Valley College	Education	580
O'Reilly Automotive	Distribution - Automotive	550

Source: City of Moreno Valley Business, 2020

Moreno Valley boasts a young, diverse population with a higher share of families with children than in Riverside County as a whole. These demographic characteristics, combined with a growing average household income, make the community more attractive for retailers. While Moreno Valley has about as many college graduates as Riverside County, a segment of the population does not have a high school diploma, underscoring the importance for a focus on education, training, and workforce development can continue to equip residents for jobs in high-growth sectors. A focus on creating jobs locally will also allow residents to spend more time with their families, as today more than 85.2 percent of the working population is employed outside the City, and almost half of employed residents travel 25 miles or more to work.

ECONOMIC ASSETS AND MARKET OPPORTUNITIES

Moreno Valley has many attractive assets that it can use to expand its economy, create jobs, and sustain fiscal health.

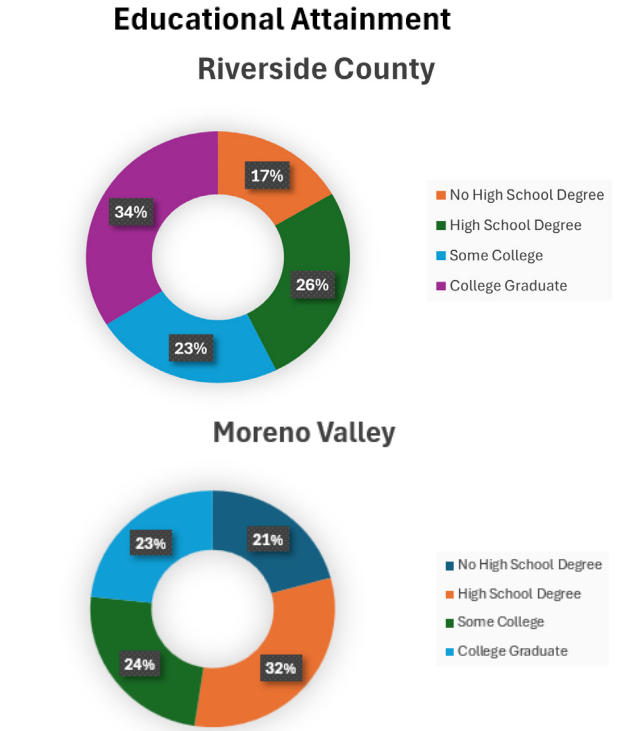
Strategic Location and Transportation Connections

The City's location along State Route 60 (SR 60) and Interstate 215 (I-215) with ready connections to the regional transportation network enables easy access to southern California's two major seaports as well as to population centers in Los Angeles, Orange County, San Diego and points beyond. March Inland Port Airport, adjacent to the City to the west, provides air cargo service and corporate flights. Passenger rail connections are available from Moreno Valley Station on the Metrolink line and Ontario International Airport, only 25 miles away, provides access to commercial passenger flights.

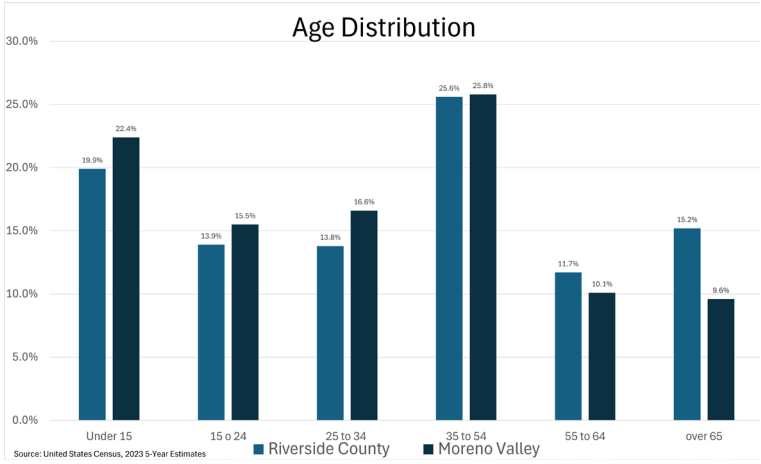
Higher Education

The City is home to two post-secondary institutions – Moreno Valley College (MVC) and a satellite office for California Baptist University (Cal Baptist). A fully accredited college in the Riverside County Community College District, MVC has over 10,000 students and more than 585 employees, making it an important educational institution in the community. With a grant from the California Community College Chancellor's office, MVC opened the iMAKE Innovation Center on campus, providing students and community members with access to innovation equipment and material in order to develop entrepreneurial skills, and MVC is pioneering a number of training and workforce development initiatives. Cal Baptist's Division of Online and Professional Studies operates an educational services center in Moreno Valley providing training programs geared to working professionals. Cal Baptist offers programs tailored to the growing job markets in Moreno Valley, notably in the logistics and medical fields.





Source: United States Census 2023 5-Year Estimates



Healthcare Cluster

Moreno Valley has a growing healthcare cluster, anchored by two full-service acute care hospitals – the Riverside University Health System Medical Center (RUMC) and Kaiser Permanente. Together, these complexes employ more than 4,900 people with plans for expansion. They offer enormous potential for growth and development of related businesses and industries, from medical device manufacturing, healthcare informatics, and research and development to medical office space, medical conference space, hotels, restaurants, and retail shops.

Manufacturing, Warehousing, and Logistics

The industrial sector is an important aspect of Moreno Valley's economy and the City has a significant amount of warehouse and industrial space. Demand for industrial space continues to be high throughout the Inland Empire, as a number of companies are looking for large, state-of-the-art facilities for warehouse, fulfillment, and distribution centers. 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. The vast majority of freight in the region is moved by truck and with its strategic location, access to the regional transportation network, and land available for development, Moreno Valley is poised for continued growth in this sector. The warehousing and logistics industry is also evolving in ways that create opportunities for a community like Moreno Valley. A growing trend is toward facilities that not only sort and store materials, but that also involve on-site assembly, manufacturing, or retail sales. In the future, logistics facilities may also conduct advanced manufacturing on-site. In addition, logistics and distribution centers tend to include ancillary office uses that are co-located within the warehouse spaces, with a typical office-to-industrial space ratio up to 10 percent of the gross buildable area. The inclusion of this space within the significant industrial development currently occurring, should have positive implications for skilled job growth in the City going forward.

Retail

Moreno Valley features two regional shopping centers, as well as 40 neighborhood-serving commercial centers and over 200 restaurants. A large share of the City's retail is located within older, strip and neighborhood-style retail centers of relatively low density. As population grows, there will be opportunities to introduce high quality, lifestyle retail centers at well placed nodes in the City, and to redevelop some of the older retail centers into higher density, mixed-use developments with on-site housing providing added support to adjacent retail. Focusing retail at high trafficked, signalized intersections will best support its success, and adding new high wage jobs will help provide new consumers to support healthy local retail and curb retail sales leakage.

Regional Recreational Facilities

There are more than 30,000 acres of recreational open space in the region surrounding Moreno Valley, providing opportunity for hiking, hunting, bicycling, rock climbing, and various water sports in close proximity to residential areas of the City. Lake Perris State Recreation Area, accessible via Moreno Beach Drive from SR 60, is seeing its profile rise with the success of special events like Desert Daze, an annual music festival held on the shores of the Lake, triathlons, waterski and motocross events. These facilities and events present an opportunity for visitor-oriented businesses, including visitor accommodations, food and beverage, and sports and recreation.

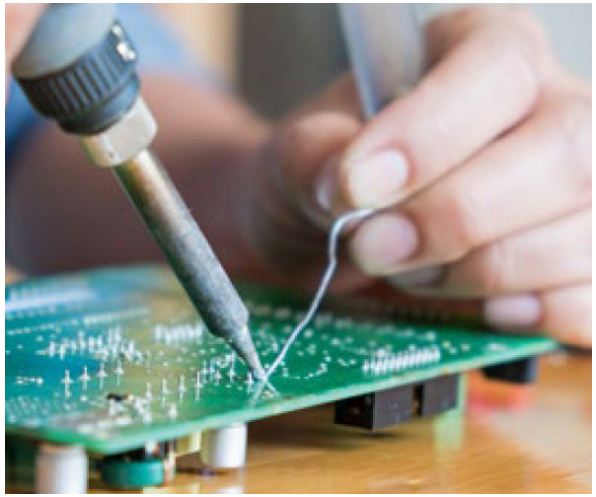
Diversification and Growth

Moreno Valley has concentrations of jobs in logistics, manufacturing, healthcare, educational services, and



accommodation and food services, with opportunities to attract and grow businesses in advanced manufacturing, aerospace, cyber security, and clean/green technology. These sectors have a presence in the surrounding region and have potential for growth in the future. Focusing economic development efforts on attracting new business in these sectors and helping existing business to expand represents a solid strategy for growth, as the success of these business has been demonstrated in the region. Building on this foundation and targeting growing industries that pay higher than average wages will help ensure a strong and stable economy, increase tax revenues, and support investments that enhance the quality of life in the community.

The challenge for the next 15 years will be to offer more job opportunities in the City so residents do not have to commute elsewhere for work. Focusing new residential and employment growth in the centers and corridors, and particularly in the Downtown Center and Moreno Valley Mall area will help create vibrant gathering places for locals and visitors, promote synergistic innovation, and support the City's future fiscal health.



Goal E-1: Diversify and grow the local economy.

POLICIES

E.1-1: Focus business attraction efforts on emerging industries in the region that demonstrate strong growth potential and pay higher than average wages.

E.1-2: Actively recruit new businesses to build on existing employment concentrations in Moreno Valley, including businesses in the following sectors: healthcare, green tech, robotics, cyber security, electric and autonomous vehicles, and aerospace.

E.1-3: Support the continued expansion of Moreno Valley's health care sector by attracting and facilitating the establishment of synergetic businesses, including biotech, medical device manufacturing, healthcare informatics, and research and development.

E.1-4: Establish advanced manufacturing operations in Moreno Valley including component assembly, automated production, robotics, additive manufacturing/3D printing technology, and similar activities.

E.1-5: Leverage the availability of large parcels and excellent connections to the regional transportation network to attract new businesses and accommodate corporate campuses, research and development facilities, and higher educational institutions.

E.1-6: Anticipate the demands for commercial and industrial growth and employ governmental mechanisms to maintain a choice of sites and buildings, including large parcels, as an attraction to major employers.

E.1-7: Foster the expansion of airport-related businesses around the MARB, including businesses active in components/systems manufacturing; aircraft maintenance, repair and overhaul uses; aircraft restoration; aircraft testing; aircraft sales; corporate aviation departments; and fixed-base operations.

E.1-8: Continue to support and participate in regional economic development initiatives, including joint marketing initiatives, business attraction strategies, and workforce development efforts.

E.1-9: Continue to improve the balance of jobs and housing to ensure that residents can take advantage of employment opportunities within the City.



ACTIONS

E.1-A: Work with property owners, particularly those in opportunity areas, to facilitate development projects that generate local jobs.

E.1-B: Consult with real estate brokers, business leaders, and other informed stakeholders to understand the needs of prospective businesses and institutions. Use this information to design incentives that attract these targets and to update land use regulations to ensure that the spaces they require are available in Moreno Valley.

E.1-C: Expand the range and type of data available on the City's open data portal in order to spur data driven innovation and entrepreneurship.

E.1-D: Continue to produce marketing materials and refine the City's economic development web pages and social media platforms to promote business opportunities in Moreno Valley.



E.1-E: When appropriate and as resources allow, participate with Riverside Economic Development Agency (EDA), California Association for Local Economic Development (CALED), Governor's Office of Business and Economic Development (GO-Biz), and other organizations as a partner on trade missions, advocacy efforts, image campaigns, trade show attendance, and other marketing efforts.

E.1-F: Develop and launch a Digital Ambassador program, eliciting participation from the local business community to assist in efforts to extend awareness of Moreno Valley's assets, events, etc.

Digital ambassadors are people who use their social media networks to help with a promotional or marketing campaign. Personal or peer-to-peer recommendations are a highly effective form of advertising and local business leaders, celebrities, and other influencers can be enlisted to help build Moreno Valley's profile as a great place to do business, sharing or creating content and reaching out to audiences online.







Local Business Support

Economic Gardening – cultivating locally-grown businesses and innovation – is a critical component of the City's economic development strategy. The City can support and encourage entrepreneurship and business growth through a range of actions. This involves connecting business owners and entrepreneurs to resources and funding in order to support the growth of their operations locally, and it involves streamlining regulations to support business creation and growth. In addition, encouraging local businesses to buy from one another rather than from businesses in other communities can help "keep the dollars local" and support the success of Moreno Valley businesses.

Through programs like Hire MoVal, the City of Moreno Valley is committed to providing businesses and entrepreneurs with tools, resources, and information to help them succeed. In partnership with Riverside County, the City's Business and Employment Resource Center provides a host of services for small business owners and job seekers, from workshops and training events, to equipment, software tools, and access to funding and learning resources. The City also facilities collaboration between local businesses, the colleges, and the medical centers among other stakeholders. These programs and services are just a start towards developing an innovative future; the City is committed to continuously developing and implementing initiatives that nurture innovation and entrepreneurship, including partnerships with local stakeholders, mentoring for entrepreneurs, and the creation of incubators.



Goal E-2: Strengthen and retain existing businesses.

POLICIES

E.2-1:	Focus business retention/expansion (BR&E) activities on primary employers – defined as those that generate the majority of their revenue from the sale of products or services outside the region – in order to maximize positive impacts on output, employment, and wages.
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.
E.2-3:	Promote strategies to increase local business-to-business commerce.
E.2-4:	Support the vitality of existing logistics, e-commerce, and international trade businesses.
E.2-5:	Support activities that foster economic gardening (locally-grown businesses) through entrepreneurship opportunities and partnerships that provide for business sector growth and expansion for in-demand industries (e.g., healthcare; technology; and manufacturing).

E.2-6: Partner with existing Moreno Valley businesses, the local chambers of commerce, and other groups to stimulate the growth and expansion of local businesses and address the City's economic development needs.

E.2-7: Encourage the development and retention of small business startups — particularly in securing assistance with business planning, access to capital, and business expansion.

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.

ACTIONS

E.2-A: Continue to provide access to tools and assistance for starting and growing a business in Moreno Valley, such as referrals to the Small Business Development Center (SBDC), One-on-One Business Consulting, Small Business Wednesdays and incentive program like Hire MoVal.

E.2-B: Use initiatives such as the Business Roundtable to connect local businesses, entrepreneurs, investors, researchers, and higher educational institutions so as to spur innovation and job creation in Moreno Valley.

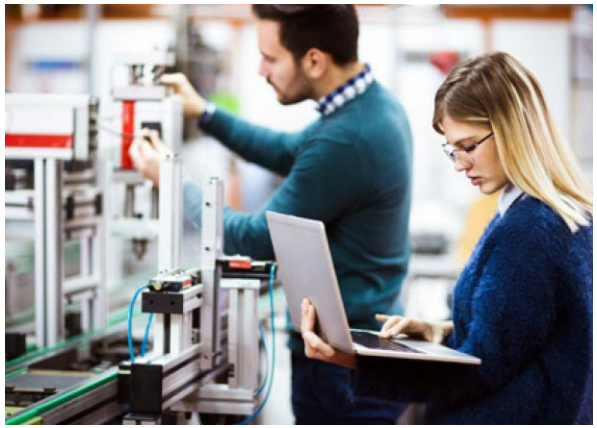
E.2-C: Continue to promote local business success and collaborate with local businesses on initiatives like Shop MoVal and the Business Spotlight.

E.2-D: Work with financial institutions to promote small business lending opportunities that support and encourage local entrepreneurship and business growth.

E.2-E: Maintain and promote a list of small business lending programs that may provide funding to local businesses that are denied access to capital through private markets.

E.2-F: Identify and incorporate zoning that supports innovative businesses located in residential neighborhoods and mixed use areas.

E.2-G: Implement a local procurement program that encourages sourcing supplies and services from local businesses.



Community Profile and Competitive Position

A business-friendly community is one that proactively cultivates an environment where businesses and entrepreneurs can succeed. This involves promoting an attractive image, marketing local assets, offering efficient development services; establishing clear and consistent rules and regulations; and providing training and networking programs that help businesses start up, comply with the local rules, and meet other professionals in their industries. Equally, it involves investments that beget efficiency and innovation: incorporating the most up-to-date technology, such as high-speed internet and smart technology, into City systems and infrastructure will increase the City's ability to attract and retain visionary companies.

Communities that have a business-supportive culture are better able to weather challenging economic periods and having staff to do the legwork and support business attraction and expansion is key. Monitoring data and tracking performance of economic development activities will also help the City evaluate trends and adjust course if needed.



Goal E-3: Enhance Moreno Valley's profile and competitive position.

POLICIES

E.3-1: Actively promote Moreno Valley's assets and position the City as a destination for business, targeting Fortune 500 and international companies.

E.3-2: Attract business and investment with strategic investments in infrastructure, technology, and amenities.

E.3-3: Foster a healthy and diverse business base in Moreno Valley through the use of clear and consistent regulatory and permit processes.

E.3-4: Encourage the planning and development of well-designed business and industrial areas which meet modern standards in terms of parcel size, location, provide access to broadband and wifi, accommodations for autonomous technology, electric vehicles, and drone flights.

E.3-5: Promote revitalization and rehabilitation of older commercial areas to make them more competitive, accessible, aesthetically appealing, and economically viable, particularly at high-visibility gateways to the city.

E.3-6: Leverage City-owned properties and public investments to help create a vibrant downtown center that serves as a premier regional live, work, play destination.

E.3-7: Coordinate economic development activities with infrastructure planning efforts to ensure that to the extent possible, appropriately sized utilities are available to support development of the most feasible, top-priority opportunity sites.

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.

E.3-9: Collaborate and partner with local businesses, hospitals, colleges and other organizations to collectively market the community to potential visitors.

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 opportunities for increased visitation, hotel stays, sales tax generation, and employment.

E.3-11: Support commercial recreation businesses as uses that draw new visitors to the city and help revitalize older commercial centers.

E.3-12: Prioritize economic development activities and maintain resource levels so as to ensure effective delivery of business attraction, retention and expansion assistance.

E.3-13: Encourage public/private technology infrastructure projects that support business and municipal efficiency.

E.3-14: Regularly assess Moreno Valley's competitiveness as a place to do business and maintain development regulations and fees accordingly.

ACTIONS

E.3-A: Continue to promote economic development opportunities in the city with an inventory of available sites published on the City's economic development web portal. The inventory should provide pertinent details (e.g.: size, location, land use/zoning designation, infrastructure location and sizing, price, property representative, special features).

E.3-B: Continue to monitor and assess viability of public financing mechanisms (e.g. enhanced infrastructure finance districts) to promote and support development opportunities in the City

E.3-C: Work collaboratively with large employers and institutions that have large visitor and meeting needs on the potential to expand the city's visitor accommodation offerings.

E.3-D: Actively participate in regional trade and tourist councils and organizations.

E.3-E: Develop and produce local visitor guides highlighting activities and events in and around Moreno Valley.

E.3-F: Work with Caltrans and adjacent property owners to implement a coordinated landscaping and design strategy along State highway corridors.

E.3-G: Investigate methods such as a facade improvement program and attractive city entry signage to encourage upgrades to highly visible locations such as freeway interchanges, community entryways, and major corridors.

E.3-H: Periodically benchmark Moreno Valley's regulatory and permit costs against comparable communities, adjusting as needed to ensure competitiveness.

E.3-I: Maintain a dashboard that reports economic, educational, and occupational indicators that can be tracked over time and used to assess the city's progress and competitiveness, as well as to rank it in comparison to selected similar cities in California and the U.S.

E.3-J: On an ongoing basis, solicit customer service feedback from businesses and individuals who do business with the City.

Workforce Development

Creating a supportive climate for successful local businesses also involves increasing workforce preparedness. The availability of skilled labor is an all-important factor for companies when deciding where to locate their businesses. With a continued emphasis on education and training to foster a more highly skilled workforce, Moreno Valley can further bolster the many competitive advantages it offers to attract and grow businesses in higher wage sectors.

Regional initiatives provide funding and resources for workforce preparedness, but local partnerships are integral for successful workforce development. The City has put in place a robust suite of award-winning initiatives like Mayor's Challenge MoVaLEARNS, a partnership with Moreno Valley College to pays students a stipend to finish their degree programs, and Hire MoVal, offering incentives and assistance for businesses that hire local residents. The Business Roundtable program provides a forum for dialogue between business representatives and City officials that helps the community anticipate and respond to opportunities presented by evolving market forces. The City's award-winning Business and Employment Resource Center (BERC) provides for workforce training, education enhancement, and job searching capabilities for its users. The City is dedicated to continued, closer collaboration for innovative workforce development solutions.

Goal E-4: Promote education and workforce development.

POLICIES

E.4-1: Encourage development of a local labor force with skills to meet the needs of the area's businesses and industries.

E.4-2: Continually assess business workforce needs and requirements for developing a qualified workforce that meets the demands of businesses and industries concentrated within the city (e.g., health care, manufacturing and logistics).

E.4-3: Support efforts to enhance education, increase high school graduation rates, and improve workforce-readiness.

E.4-4: Partner with public, private, and academic stakeholders to develop programs that connect entrepreneurs to resources.

E.4-5: Collaborate with State and County agencies on re-integrating drug and rehabilitation program graduates and the formerly incarcerated into the community and the workforce.

ACTIONS

E.4-A: Continue to implement programs that help local businesses to hire local trainees.

E.4-B: Establish forums/channels for discussion and action on better aligning secondary and post-secondary education and training with the needs of local businesses.

E.4-C: Work with local colleges, school districts, and other education and training providers to develop and implement applicable training programs and identify joint opportunities to spur growth of new and emerging job clusters and promote entrepreneurialism.



E.4-D: Identify and market local life-long learning opportunities, including work-study programs, internships, online learning, and expanded curriculum offerings, in collaboration with educational institutions, businesses, and non-profit organizations.

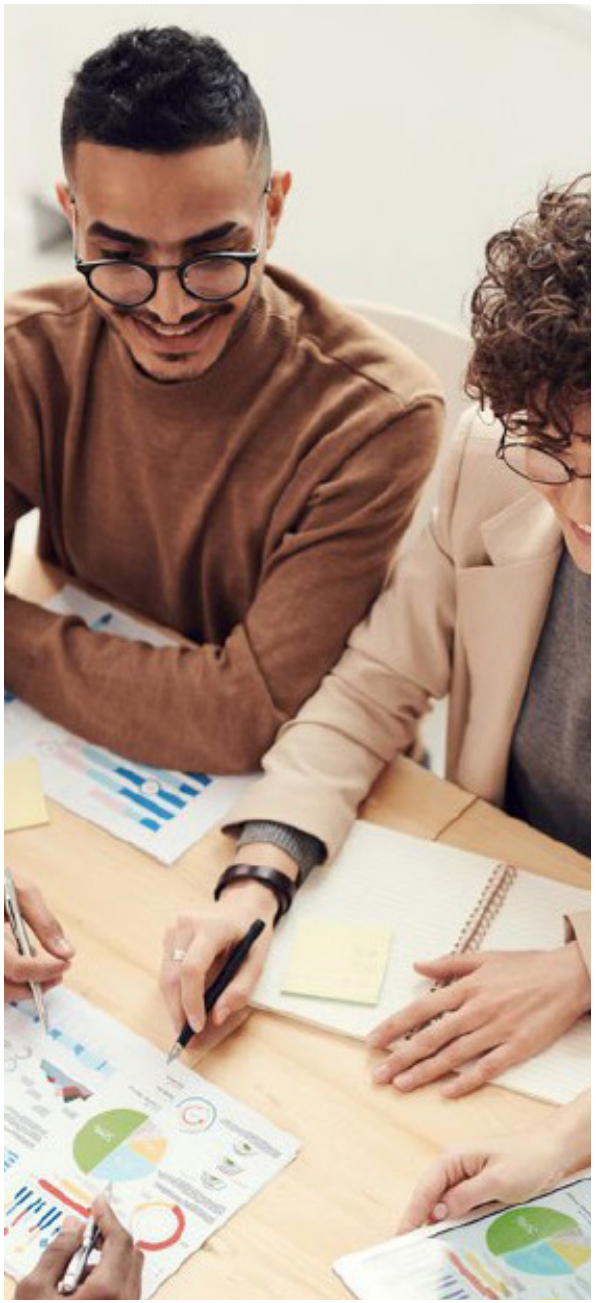
E.4-E: Expand programs and strengthen business networks that support female and minority-owned businesses and entrepreneurs.

E.4-F: Provide paid and volunteer jobs for local youth and for economically, physically, and socially disadvantaged people.

E.4-G: Continue to work with federal, State, and regional partners to seek funding opportunities for strategic workforce and economic development programs.

E.4-H: Explore opportunities to create and fund additional financial literacy programming targeted to youth and low-income residents, supplementing programs available at the state and regional levels.





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4 Circulation

Circulation is how we get around the City and it has great influence on the quality of our daily lives and the strength of the local economy. An efficient and safe system of getting around by car, bus, train, bicycle, and walking will help support productive and healthy lifestyles and a prosperous economy. As Moreno Valley and the surrounding region continue to grow, circulation systems in the City will focus on maintaining and enhancing a complete transportation network, including automobile travel, transit, non-motorized transportation, and goods movement; these circulation aspects, as well as parking and emergency access, are addressed in this chapter.

This chapter satisfies the statutory requirements for the General Plan Circulation Element and provides a circulation diagram identifying major thoroughfares; transportation routes for vehicles, transit, bicycles, and pedestrians; and also a military airport. This chapter includes policies for "complete streets," which provide a balanced, multimodal transportation network serving all users and abilities and supports other chapters of the General Plan by providing and enhancing multimodal transportation options and supporting adjacent land uses.



Citywide development patterns, public services/facilities, and the economy are discussed in the Land Use and Community Character, Parks and Public Services, and Economic Development Elements, respectively. Promotion of healthy and active lifestyles that include getting around and experiencing the City outside of the car are addressed in the Environmental Justice and Healthy Community Elements, and ensuring accessible housing to transit dependent populations is addressed in the Housing Element.

Regional Connectivity

The City of Moreno Valley is located in the western part of Riverside County. Interstate 215 (I-215) lies west of the City and State Route 60 (SR 60) runs through the northern portion of the City. These highways are accessed by multiple on/off ramps throughout Moreno Valley and intersect in the western portion of the City (west of the Moreno Valley Mall) just outside of the City limits. The northern border of Moreno Valley backs up to the Reche Canyon/Box Springs Mountain Reserve, which is just south of the Riverside/San Bernardino County line. To the east of Moreno Valley lies the City of Beaumont, to the south is the City of Perris, and to the west is the City of Riverside.

The City of Moreno Valley's public transit commuter modal share is about the same as Riverside County's (approximately 1 percent). The Riverside Transit Agency (RTA) provides the majority of available public transportation via fixed route bus and paratransit services. Sunline Transit Agency (STA) provides a commuter link bus route connecting the cities of Riverside, Moreno Valley, Beaumont, and Palm Desert; this route connects to the Riverside Metrolink Station. Metrolink is a commuter rail program operated by the Southern California Regional Rail Authority (SCRRA), providing service from outlying suburban communities to employment centers such as Burbank, Irvine, and downtown Los Angeles. For Moreno Valley, the Moreno Valley/March Field Metrolink Station is located less than one-half mile west of the City limits.

TRANSPORTATION AGENCIES

The transportation agencies highlighted below influence local and regional transportation planning in and around Moreno Valley.

- *United States Department of Transportation (USDOT)* –The US DOT coordinates all federal transportation work. Under the USDOT, the Federal Highway Administration (FHWA) builds and maintains the National Highway System; the Federal Railroad Administration (FRA) invests in and enforces safety regulations along rail corridors throughout the United States; the Federal Transit Administration provides financial and technical assistance to local public transit systems and oversees transit safety; and the National Highway Traffic Safety Administration (NHTSA) works to improve safety on roadways.
- *California Department of Transportation (Caltrans)* – Caltrans is responsible for the State highway system, including more than 50,000 miles of California's highway and freeway lanes. Moreno Valley is part of Caltrans District 8.
- *Southern California Association of Governments (SCAG)* – *SCAG* is the transportation planning, financing, and coordinating agency for six counties in Southern California. The agency develops long-range regional transportation plans including the sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality Management District's plans.
- *Riverside County Transportation Commission (RCTC)* –*RCTC* is responsible for managing and spending Measure A sales tax dollars, which fund transportation improvements in Riverside County.
- *Western Riverside Council of Governments (WRCOG)* – WRCOG is a centralized agency setting policy for 18 cities, the Riverside County Board of Supervisors, the Eastern and Western Municipal Water Districts, and the Morongo Band of Mission Indians. WRCOG's Economic Development & Sustainability Framework has served as a roadmap for implementing the Agency's regional programs and projects. The Framework calls for the preservation and advancements of inter-related goal areas (Economy, Education, Energy & Environment, Health, Water

& Water Waste, and Transportation), which are critical to achieve and maintain a high quality of life in Western Riverside County. WRCOG developed and administers the Transportation Uniform Mitigation Fee (TUMF).

- *Riverside Transit Agency (RTA)* – RTA is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximate 2,500 square mile service area, providing driver training, assistance with grant applications and development of Short Range Transit Plans (SRTPs).

REGIONAL TRANSPORTATION NETWORK

The projects listed below have broad regional significance and would reduce congestion in the City of Moreno Valley by increasing capacity of the system.

- *State Route 60 (SR 60) Truck Lanes Project* – 4.5-mile widening project on SR 60 between Gilman Springs Road and 1.4 miles west of Jack Rabbit Trail in the unincorporated Riverside County Badlands. This project, completed in 2022, will enhances the mobility and safety of SR 60 through the Badlands and improve trucking accessibility from Moreno Valley to the east. This project opened its new lanes in 2022.
- *Interstate 215 (I-215) High Occupancy Vehicle (HOV) Lanes Project* – 11-mile widening project on I-215 to add HOV lanes in each direction from Box Springs Road in Moreno Valley to Nuevo Road in Perris. This project is anticipated to improve travel time on I-215 and is part of a long-term construction effort by the RCTC.
- *Mid County Parkway Project* – Also known as Community and Environmental Transportation Acceptability Process (CETAP) East, a 16-mile transportation corridor to relieve traffic congestion in southwestern Riverside County near San Jacinto and Perris. This project is anticipated to improve travel time between SR 79 and I-215 and provide connections that support multimodal transportation. Construction is expected to begin in early 2026.
- *CETAP West* – 16-mile westerly extension of Mid County Parkway between I-15 in Corona and I-215 in Perris. This proposed project will provide an additional alternative east-west corridor from SR-91 between I-15 and I-215.
- *Cajalco Road Improvement Project* – 16-mile transportation corridor to relieve traffic congestion in southwestern Riverside County near Corona and Perris. This project will provide an alternative east-west corridor to SR 91 between I-15 and I-215. This project is expected to begin construction in 2028.
- *The Ethanac Road Improvement Project* – 10-mile widening and realignment of the Ethanac corridor from I-15 in Lake Elsinore to I-215 in Perris. This project will provide additional east-west capacity and ease congestion on I-215.

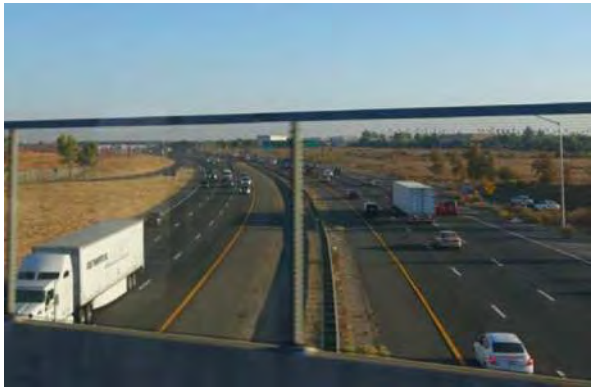


High occupancy vehicle lanes incentivize carpooling by providing faster travel to cars with more people.

Goal C-1: Strengthen connections to the regional transportation network.

POLICIES

C.1-1:	Support regional infrastructure investments for all modes to relieve congestion and support healthy communities in the City of Moreno Valley.
C.1-2:	Maintain ongoing relationships with all agencies that play a role in the development of the City's transportation system.
C.1-3:	Cooperatively participate with SCAG, RCTC, WRCOG, and the TUMF Central Zone Committee to facilitate the expeditious construction of TUMF Network projects, and planning for a transportation system that anticipates regional needs for the safe and efficient movement of goods and people, especially projects that directly benefit Moreno Valley.



ACTIONS

C.1-A: Advocate for the completion of proposed and planned regional transportation projects as they will alleviate congestion on I-215 and SR 60, and will improve traffic conditions on City streets.

C.1-B: Work with property owners, in cooperation with RCTC, to reserve rights-of-way for freeways, regional arterial projects, transit, bikeways, and interchange expansion and potential Community and Environmental Transportation Acceptability Process (CETAP) corridors through site design, dedication, and land acquisition, as appropriate.

C.1-C: Pursue grant funding, including for major projects that enhance connectivity to the regional network.



Comprehensive, Layered Network

A comprehensive transportation network gives residents and visitors multiple options for getting around Moreno Valley and connecting to its many nearby destinations. By providing a variety of safe and attractive transportation options, the City can ensure that all residents have equitable access to transport, including youth, seniors, persons with disabilities, and low-income residents.

As in many communities throughout California, in Moreno Valley, the automobile, especially the single-occupant vehicle, is the primary mode of travel. 90 percent of total commute travel in Moreno Valley is by car,1 as depicted in Figure C-1 Commuter Mode Split, commute outflows on the regional network make up a large share of vehicle trips in Moreno Valley. Outflow refers to those who live in Moreno Valley but are employed outside of the City whereas inflow includes people who are employed in Moreno Valley but live outside of the City. About 86 percent of Moreno Valley's working population is employed outside of the City, and almost half of employed residents travel 25 miles or more to work. About 90 percent of Moreno Valley residents work in Riverside, Orange, Los Angeles, or San Bernardino Counties. Moreno Valley residents traveling to work experience heavy levels of morning and evening congestion on freeways such as I-10, I-15, SR 60, SR 91, and I-215.2 A focus on creating more jobs locally, supported by a comprehensive, multimodal circulation network, can help reduce the need for long commutes and allow Moreno Valley residents to spend more time with family and friends.

1 U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

2 U.S. Census Bureau, OnTheMap Application, 2022.

Figure C-1: Commuter Mode Split



Source: United States Census, 2023 5-Year Estimates

Moreno Valley has a relatively flat terrain and rectilinear grid patterns of streets that makes it generally well-suited for walking and biking. However, over time development patterns in the City have resulted in a separation of residential, commercial, and employment uses that do not facilitate walking, and hot weather particularly in the summer months can make getting around by walking and biking less desirable. Through the General Plan Update process, community input has strongly supported the notion of a future development pattern that facilitates getting around by driving less and walking and biking more. The Plan seeks to foster a compact development pattern and a mix of uses in centers and corridors within Moreno Valley to help create pockets of walkable areas and facilitate connections by bicycle and transit. See Chapter 2, Land Use and Community Character, for additional discussion. The comprehensive, layered transportation network described in this chapter supports Moreno Valley's continued growth and evolution.

COMPLETE STREETS

In 2008, the State passed the California Complete Streets Act (Assembly Bill 1358), requiring circulation elements to include a "Complete Streets" approach that balances the needs of all users of the street. Complete Streets are streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The precise definition of a Complete Street can vary depending on the context and primary roadway users, but there are some common elements found in successful Complete Streets policies. These policies consider the needs of all users of the street in the planning, design, construction, operation, and maintenance of transportation networks.[3] This framework allows policymakers to shift the goals, priorities, and vision of local transportation planning efforts by emphasizing a diversity of modes and users. Many of Moreno Valley's roads were designed primarily for car travel when they were first built. Rethinking Moreno Valley's roads as Complete Streets will allow people to safely walk, bicycle, drive, and take transit, sharing the street with other users.

ROADWAY CLASSIFICATIONS AND CIRCULATION DIAGRAM

Roadway Classifications

The roadway network in Moreno Valley consists of freeways, boulevards, arterials, collectors, and local streets. The roadway classifications of the network, described below, have been developed to guide long range transportation planning in Moreno Valley to balance access and capacity.

3 National Complete Streets Coalition, 2017.

"Complete Streets" are streets that have been designed to safely and comfortably accommodate all users, regardless of age, ability, or mode of travel. Many street designs historically privileged private vehicle travel above other transport modes; Complete Streets aim to correct past imbalances and ensure that roadways are safe and friendly for pedestrians, bicyclists, and transit riders, too.

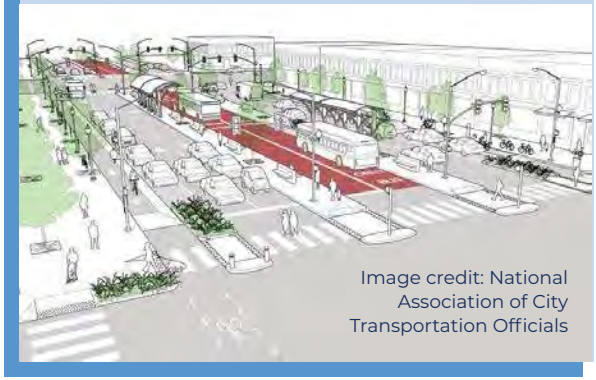


Image credit: National Association of City Transportation Officials

FREEWAYS

Freeways generally provide high speed, high-capacity inter-regional access. Their primary function is to move vehicles through or around the City; thus, there is no access to adjacent land, and limited access to arterial streets. Freeways contain anywhere from four to 12 lanes with recommended design volumes from 80,000 to 210,000 vehicles per day. SR 60 is an east-west freeway containing 6 lanes. I-215, an 8 lane highway which runs north-west, borders the City, but is not within the City's boundaries. The City has no direct control over freeways as they are maintained by Caltrans and improvements are programmed through RCTC.

ARTERIALS

Arterial streets carry the majority of traffic traveling through the City. They serve two primary functions: to move vehicles into and through the City, and to serve adjacent commercial land uses. They provide access to freeways as well as major activity centers and residential areas. Driveways and other curb cuts along arterials are designed to minimize disruption to traffic flow. Sidewalks are typically included along arterials, and protected Class I or IV bike lanes are recommended. Truck routes are designated along arterials. The desired maximum roadway capacity on arterials averages from 30,000 to 55,000 vehicles per day depending on number of lanes, type and width of directional separation, presence of on-street parking or bicycle facilities, configuration and frequency of access to adjacent land uses, and intersection configurations. Moreno Valley has several designations of varying Rights of Way (ROW), the widest Divided Major Arterial (134' ROW), Divided Arterial (110' ROW), Arterial (100' ROW) and down to a Minor Arterial (88' ROW).

BOULEVARDS

Boulevards are a type of arterial designed to connect major destinations within the City, and are highly visible and aesthetically landscaped with shade trees and wide sidewalks. Mixed-Use Boulevards in Moreno Valley provide for high volumes of vehicle flow (40,000-55,000 vehicles per day) including trucks, while providing a wide pedestrian parkway with access to residences along the length of the corridors and shops and services primarily at intersections.

COLLECTORS

Collectors are intended to carry traffic between the arterial street network and local streets or directly from the access drives of higher intensity land uses. Collectors serve commercial, residential, or public uses, and are generally two-lane roadways with sidewalks and bicycle facilities. The desired roadway

Figure C-2: Illustrative Mixed Use Boulevard Cross Section

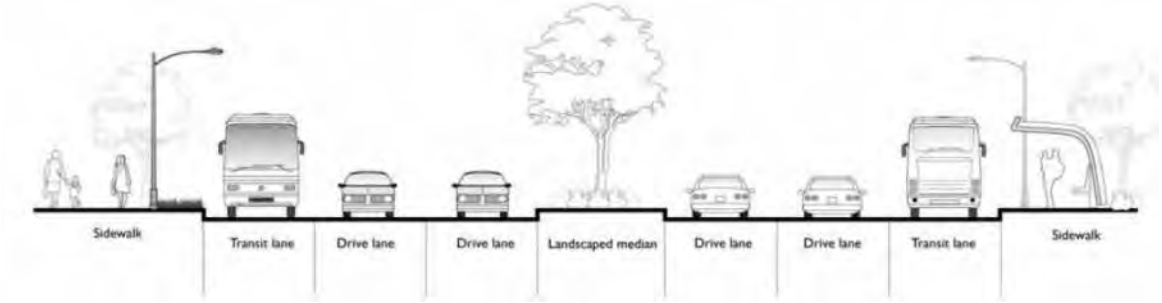
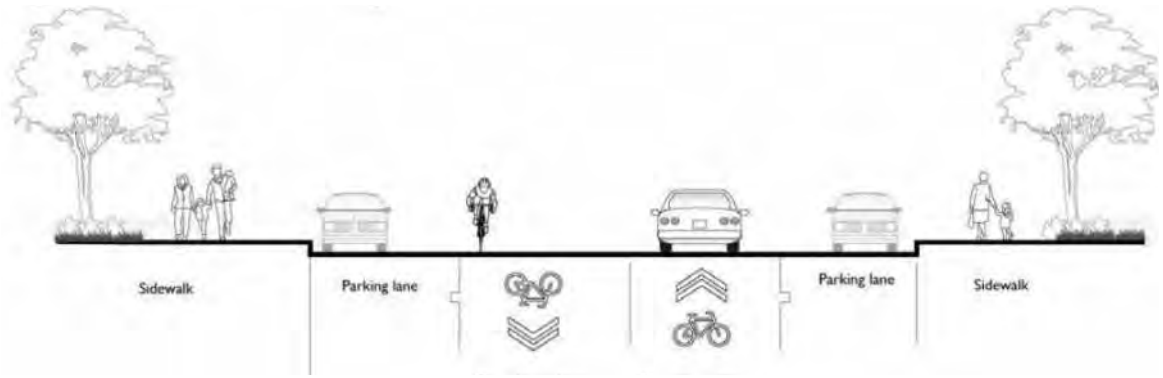


Figure C-3: Illustrative Neighborhood Collector Cross Section



capacity on a collector street is less than 12,000 vehicles per day. Moreno Valley has designated Industrial Collectors and Neighborhood Collectors. Industrial Collectors are designed primarily for access. to industrial and logistics uses that emphasize truck access. Bike facilities on these roads are preferred off-street or with additional protective buffers and/or barriers. Neighborhood Collectors are residential streets that prioritize low vehicle speeds and low-stress bicycle and pedestrian use on parallel routes to arterials.

LOCAL STREETS

Local streets are designed to serve adjacent land uses only. They allow access to residential driveways and often provide parking for the neighborhood. They are not intended to serve through traffic traveling from one street to another, but solely local traffic. Sidewalks and shared bicycle facilities are appropriate on local streets. The desired roadway capacity on a residential street should not exceed about 2,500 vehicles per day and 200-300 vehicles per hour during peak periods. The maximum residential traffic volume that is acceptable to persons living along a street may vary from one street to another depending on roadway width, type of dwelling units (i.e., high density apartments versus single-family homes), presence of schools and other factors. The maximum volume of 2,500 is, therefore, to be used as a guide only, and a neighborhood's sensitivity to potential impacts need to be carefully considered.

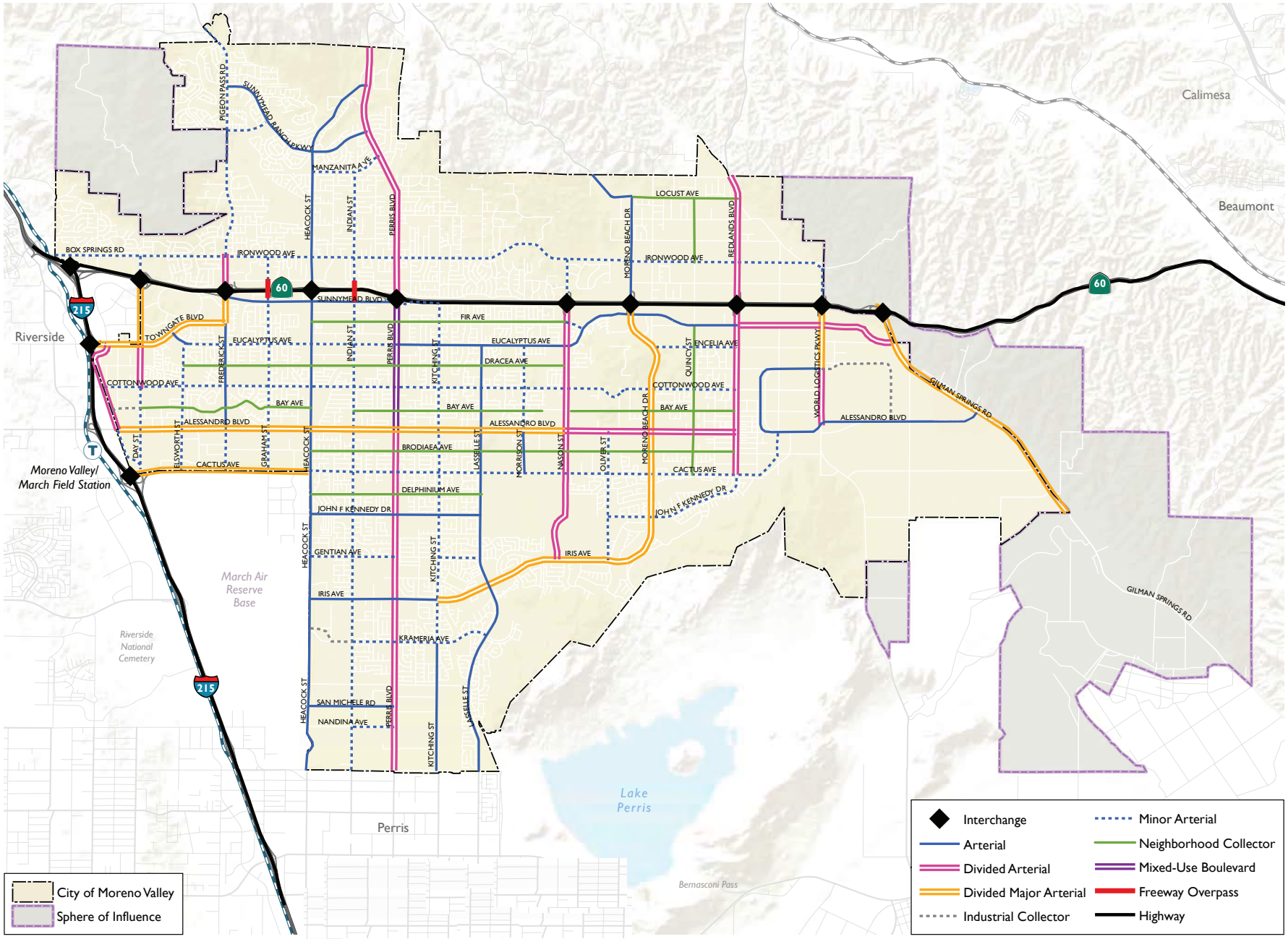
Circulation Diagram

The Circulation Diagram shown in Map C-1 depicts the proposed circulation system to support development under the Land Use Map (see Map LCC-4 in Chapter 2, Land Use and Community Character). As Moreno Valley continues to experience residential, employment, and commercial growth, a connected, multi-modal street network will be essential to ensure efficient commutes for work and goods movement, safe active transportation, and easy access to retail and entertainment.

The General Plan proposes a "layered network" approach, where traffic demands of Moreno Valley and system-wide needs of different modes can be used as inputs as streets are redesigned and configured to better meet the needs of bicyclists, pedestrians, and transit, and enable everyone to efficiently and safely navigate through the City. Considering system-wide needs means assessing whether the system as a whole is able to meet the needs of travelers. The layered network approach designates modal emphasis by street to create a comprehensive street network. The layered network approach recognizes the need to accommodate all forms of traffic, but with the understanding that certain streets will emphasize certain forms of transportation. Layered networks balance vehicular transportation with "active transportation," which is human-powered transportation that includes walking, cycling, using a wheelchair, in-line skating, or skateboarding. The layered network approach recognizes that not all modes can be accommodated acceptably on all streets within this City, but bicycle and pedestrian movement can be emphasized on specific streets. It also helps ensure consistency with the California Complete Streets Act, passed in 2008.

A portion of Heacock Street is located within an area that is currently identified as the Clear Zone within the 2014 March Air Reserve Base /Inland Port Airport Land Use Compatibility Plan and the 2018

Map C-1: Circulation Diagram



Air Installation Compatible Use Zones Study. In addition, the Department of Defense (DoD) requirements applicable to Clear Zones and accident potential zones are outlined in Department of Defense Instruction, DODI 4165.57 1977 and DODI 4165.57 2011. While the existing segment of Heacock Street in the Clear Zone meets the exceptions for both the 1977 and 2011 DoD guidance (DODI 4165.57 1977 and DODI 4165.57 2011), any future improvements of the street segment in the Clear Zone may be constrained given the previous stated requirements. The City will coordinate any future plans for the segment of Heacock Street within the Clear Zone with both the March Air Reserve Base and the Airport Land Use Commission and consider applicable DoD guidance. In addition, in order to ensure consistency with future MARB and ALUC land use plans, Policy C.2-13 specifies that 'the City will coordinate with March Air Reserve Base and Airport Land Use Commission staff to ensure that Heacock Street within the Clear Zone is consistent with future land use plans adopted by the March Air Reserve Base and/or the Airport Land Use Commission.

Planned Improvements

An efficient circulation system ensures that Moreno Valley residents can choose the transportation mode that works best for the trip they want to take; that improvements to bicycle and pedestrian systems conform to national standards; that residents are not unduly delayed due to traffic congestion; that emergency vehicles can reach emergencies in as little time as possible; and that greenhouse gases are not being generated by unnecessary car trips. An array of major roadway improvement projects underway or planned are listed below. This is not an exhaustive list of all improvement projects identified in the Circulation Diagram, but highlights significant local improvement projects critical to the City's success.

- Eucalyptus Avenue Extension – Eucalyptus Avenue is the existing connection between Redlands Boulevard and World Logistics Parkway. The planned changes include the construction of three through lanes (two lanes in the westbound direction and one lane in the eastbound direction), the addition of medians, left-turn pockets, dedicated right-turn lanes, drainage improvements, landscaping, sidewalks, and a Class I bike path.
- Widening of Alessandro Boulevard – Alessandro Boulevard is planned to be widened from two to four lanes between Nason Street and Redlands Boulevard and then approximately a half mile east of Redlands Boulevard to Gilman Springs Road, a project over five miles long. The improvements include medians, traffic signals, channelization, left-turn pockets, dedicated right turn, drainage, landscaping, sidewalks, bike lanes, and trails.
- Widening of Gilman Springs Road – Gilman Springs Road is planned to be widened from two to six lanes between SR 60 and Alessandro Boulevard, a project over five miles long. The improvements include medians, traffic signals, channelization, left-turn pockets, dedicated right-turn lanes, drainage, landscaping, sidewalks, and bike lanes.
- Gilman Springs Interchange Improvement – The Gilman Springs Road/SR 60 interchange improvement plans include the realignment of Gilman Springs Road and the removal of the existing eastbound and westbound ramps. The plans include widening the overcrossing from two to six through lanes, the westbound exit ramp from one to two lanes and then to three lanes at the arterial, and the westbound loop and eastbound on-ramps from one lane to two lanes with a HOV (High-Occupancy Vehicle) lane. The improvements also include the addition of an auxiliary lane to the west of the interchange.
- SR 60 Interchange Improvements – Interchange improvements are proposed, in design and/or going to construction at Redlands Boulevard, World Logistics Center Parkway and Moreno Beach Drive.



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.**

POLICIES

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.

C.2-2: Implement a layered network approach by prioritizing conflicting modes, such as trucks and bicyclists, on alternative parallel routes to provide safe facilities for each mode.

C.2-3: Work to eliminate traffic-related fatalities and severe injury collisions by developing a transportation system that prioritizes human life on the roadway network.

C.2-4: Space Collectors between higher classification roadways within development areas at appropriate one-quarter mile intervals.

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.

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.

C.2-7: Plan access and circulation of each development project to accommodate vehicles (including emergency vehicles and trash trucks), pedestrians, and bicycles.

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.

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.

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.

C.2-11: Incorporate traffic calming design into local and collector streets to promote safer streets.

C.2-12: Recognize the need for modified sidewalk standards for local and collector roads within low density areas to reflect the rural character of those areas.

C.2-13: The City will coordinate with MARB and ALUC staff to ensure that Heacock Street within the Clear Zone is consistent with future land use plans adopted by the March Air Reserve Base and/or the Airport Land Use Commission.

ACTIONS

C.2-A: Update Standard Plan cross-sections consistent with best practices and to address new cross-sections adopted in the Circulation Diagram (Neighborhood Collector and Mixed-Use Boulevard).

C.2-B: Invest in critical infrastructure and implement pilot programs to leverage new transportation technology.

C.2-C: Establish uniform, transparent and anonymized data-sharing to assist mobility informed decision-making while maintaining people's privacy.

C.2-D: As new transportation technologies and mobility services, including connected and autonomous vehicles, electric vehicles, electric bicycles and scooters, and transportation network companies (e.g., Uber and Lyft) are used by the public, review and update City policies and plans to maximize the benefit to the public of such technologies and services without adversely affecting the City's transportation network. Updates to the



City's policies and plans may cover topics such as electric vehicle charging stations, curb space management, changes in parking supply requirements, shared parking, electric scooter use policies, etc.

C.2-E: Research best management practices for new designs, improvements, and infrastructure upgrades such as Autonomous Vehicle (AV) sensors in the roadway and lane striping to promote safety, smart infrastructure that can communicate with vehicles and vice versa, and in road electrification of vehicles. Consider developing standards to designate AV parking areas separate from standard parking areas, where AVs have the ability to stack park when not in use.

Efficient Circulation

Within the planning horizon of the General Plan, automobiles are expected to remain the dominant mode of transportation. Moreno Valley residents have expressed concerns with vehicular congestion on the City's roadways. For these reasons, ensuring smooth vehicular circulation will continue to be an important effort for the foreseeable future in Moreno Valley.

LEVEL OF SERVICE (LOS) AND VEHICLE MILES TRAVELLED (VMT)

Level of Service (LOS)

Given Moreno Valley's overall development pattern and that the City's vehicular mode share is anticipated to remain relatively high, Level of Service (LOS) continues to be a useful measure of the potential localized effects of development and land use changes on the transportation network and on the efficiency of vehicular travel. Thus, LOS continues as an important measure of mobility in Moreno Valley even as the General Plan seeks to balance LOS with other considerations and measures.

LOS represents a qualitative description of the traffic operations experienced by the driver at an intersection or along a roadway segment. It ranges from LOS "A", with no congestion and little delay, to LOS "F", with excessive congestion and delays. Table C1 provides definitions for different LOS levels.

Table C-1: Level of Service Definitions

LOS	DEFINITION
Level of Service A	Free-flow travel with freedom to maneuver.
Level of Service B	Stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in convenience, and maneuvering freedom.
Level of Service C	Stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
Level of Service D	High-density, but stable flow. Users may experience restriction in speed and freedom to maneuver, with poor levels of convenience.
Level of Service E	Operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.
Level of Service F	Forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

COMMUNITY CHARACTER TRADEOFFS

With a commitment to Complete Streets and a desire to accommodate other users such as pedestrians and bicyclists, it is particularly important that LOS thresholds, which are commonly evaluated to determine the size and design of the roadway system or the feasibility of development, are balanced with other metrics that seek to reduce vehicle travel and enhance community values. This approach requires consideration of the following tradeoffs associated with different LOS thresholds, which ensures that the policy will represent clear community priorities and provide specific exceptions when other community values are considered more important than LOS:

1. *Costs* – Because LOS policies influence the size and type of transportation infrastructure investments, maintaining a higher LOS (e.g., LOS A, B, or C) may be an inefficient use of public funds when considering the cost to build, operate, and maintain the roadway network.

2. *Safety* – Higher LOS thresholds are often associated with higher vehicle speeds for peak and non-peak hours, which increases the potential for and severity of collisions between vehicles and bicyclists or pedestrians.

3. *Alternative Transportation Modes* – Traditional LOS policy measures driver comfort and



convenience, which means that considerations for pedestrians or bicyclists using the same facility are not always incorporated. Transit in Moreno Valley is also tied directly to standard vehicle LOS.

4. *Physical Space* – The goal of an efficient transportation network is to increase the capacity for person-trips, not just vehicle-trips. Maintaining a higher LOS policy typically focuses on using the public right-of-way or road space to move automobiles through the network instead of people.

5. *Air Quality and Greenhouse Gas (GHG) Emissions* – LOS thresholds influence travel speeds and may induce vehicular travel in the case where driving is made easier. Cut-through traffic is an example of induced travel in Moreno Valley. Higher speeds and induced vehicle travel can both result in higher levels of air pollutant and GHG emissions.

6. *Community Character* – Achieving LOS thresholds may require changes to the roadway, such as road widening, that can influence the character of neighborhoods by changing the building-to-street relationship, or by removing opportunities for green infrastructure and wide sidewalks alongside streets. Some of the proposed mixed-use areas in the General Plan have streets that would need to have additional pedestrian crossings, trees, pedestrian-scaled lighting and other features to enable them to be more comfortable for pedestrians

The policy tradeoffs listed above can be used to make decisions about LOS thresholds on specific roadways should the road conditions change during the implementation of this General Plan. When the tradeoffs for meeting the LOS standard conflict with competing goals, City intersections or roadway segments can be exempted from the LOS policy on a case-by-case basis, as determined by the City Engineer.

Vehicle Miles Travelled (VMT)

Vehicle Miles Travelled (VMT) is the State mandated performance metric for environmental analyses pursuant to the California Environmental Quality Act (CEQA) to describe the overall amount of travel in the City based on distance and is directly related to fuel consumption, air pollution, and GHG emissions. VMT is defined as the total mileage traveled by all vehicles. Although VMT relates specifically to automobiles, it is able to capture the effects of development patterns such as land use mix and density along with transit, bike, and pedestrian infrastructure improvements by reflecting their impacts on vehicle trip generation and trip lengths. The City will use a combination of LOS and VMT metrics to ensure the efficient movement of people and goods as well as reductions in GHG emissions.

Efforts to reduce VMT may include locating housing and jobs near transit stations, implementing Transportation Demand Management (TDM) strategies such as commute trip reduction programs, transit system improvements, or providing facilities for modes of transportation other than single occupant vehicles. Introducing a greater mix of land uses can also reduce VMT in that residents may have better access to resources and opportunities such as entertainment, shopping, parks and recreation, and jobs, thus reducing the length of their trips.

TRANSPORTATION

Moreno Valley is preparing for emerging transportation technologies. A wave of recent advancements has changed the mobility landscape and the City desires to be prepared for the next wave of unforeseen and disruptive trends. The following transportation



technologies have recently changed mobility options and choices or are anticipated to change future mobility options.

- Transportation Network Companies (TNCs): also called a ride-hailing service, are companies like Uber and Lyft that provide on-demand rides for passengers with mobile apps or websites. TNCs tend to increase demand for curb space but can decrease the demand for parking.
- Autonomous Vehicles (AVs): are vehicles that are capable of driving with limited or no human involvement. There are six levels of autonomy (0-5) that range from issuing warnings and momentary interventions with the human driver to a fully automated machine which requires no human involvement to operate.
- Connected Vehicles (CVs): are vehicles that can interact with one another and/or with infrastructure. Some CVs can also be autonomous vehicles; however, CVs can be human operated.

Car sharing services are services that allow consumers access to a vehicle without owning a personal car. Car share services typically charge a monthly or yearly membership fee and an hourly rate for access to its shared vehicle fleet.

- Micromobility: is a combination of emerging trends including bike share, e-scooters, and



e-bikes.

  - Bike Sharing Services: bike sharing services operate like car sharing services in that consumers can rent from a shared bicycle fleet.
  - Electric Scooters and Bikes: E-scooters and e-bikes are powered by an electric motor to propel riders along streets and up hills.

- Microtransit: is defined as a privately-operated transit system, which in many cases mirrors the operations of public transit agencies along select routes. Microtransit operators can be highly flexible, tailoring their operations to match short-term or long-term changes in travel behavior.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) refers to a set of tools that facilitates a connected, integrated transportation system. Applications of ITS include adaptive traffic prioritization signals aimed at congestion management and improving traffic flow, and the collection and dissemination of real-time travel information such as transit arrivals or traffic incident alerts. Other applications of ITS to be considered as transportation patterns change and emerging technologies come online may include connected and autonomous vehicles and smart city integration.

The City of Moreno Valley currently has an Advanced Traffic Management System (ATMS) that allows staff to monitor traffic at strategic locations throughout the City. The system allows for the transportation system to work more effectively and efficiently by providing the ability to adjust critical traffic signals from the City's Transportation Management Center (TMC). These tools allow the City of Moreno Valley to effectively monitor and address congestion issues.

In addition, the City's Intelligent Transportation System incorporates innovative field infrastructure including fiber-optic communication media and end equipment, closed circuit television (CCTV) cameras, permanent Dynamic Message Signs (DMS), advanced transportation controllers, and video and radar traffic signal detection. The City is able to differentiate between vehicles, bicyclists and pedestrians, helping traffic to flow more efficiently and improving safety for all road users. The City also has the ability to provide signal priority for buses on heavy transit corridors.



ITS allows the City to monitor different locations strategically and adjust traffic signals to improve flow.

CURBSIDE MANAGEMENT

Curbside management is a crucial aspect of any transportation network. The curbside is the public space in a transportation network "where movement meets access." Curb space has traditionally been used to accommodate private vehicle storage or on-street parking; however, cities are increasingly recognizing the need to accommodate demand for curbside use generated by transit boarding, emergency vehicle access, Americans with Disabilities Act (ADA) access, bicycles, bicycle infrastructure, taxis, transportation network companies (TNCs), and delivery vehicles. The development of a set of curbside management guidelines could help Moreno Valley balance the needs of these different curbside users. Examples of curbside management best practices include the following:

- Collecting data to create a curb use data inventory;
- Ensuring that pick-up/drop-off areas are in appropriate locations;
- Configuring roadways to ensure that they do not interfere with bike lanes;
- Accounting for loading and parking needs; and
- Incorporating "flex spaces" that can allow a curb space to play many roles (such as loading, parking, or public space) over time depending on demand.

PARKING

Parking goals and policies reflect both the necessity of providing for adequate and appropriately located vehicle and bicycle parking in existing and new development, and priorities related to safety, urban design/community character, and transportation demand management. More flexible parking standards for projects that provide VMT reduction and TDM measures such as shared parking lots, subsidized transit passes, or carshare help to reduce development costs, remove pedestrian barriers, and create a more pedestrian-friendly and attractive built environment. Parking requirements are implemented primarily through the City's Zoning Ordinance (Moreno Valley Municipal Code Title 9, Planning and Zoning).

LOCAL ISSUES: BYPASS TRAFFIC AND SCHOOL DROP-OFFS/PICK-UPS

Moreno Valley experiences cut-thru traffic by vehicles during peak commute hours on the SR 60 and I-215 freeways. Drivers use City streets to bypass freeway congestion, thereby creating higher levels of congestion and greenhouse gas emissions in the process. Traffic calming measures can improve the safety of vulnerable users on City streets, such as older adults and children who may use active modes of travel, while at the same time reducing the desirability of cut-thru traffic on roads with reduced speeds. The City already deploys several well-known traffic calming measures on applicable street classifications such as speed humps, lane and road diets, and speed feedback signs. The City can revisit existing traffic calming policies and other recommended methods by the Institute of Transportation Engineers (ITE) in order to strategize for additional discouragement of cut-thru traffic.

Congestion related to school drop-offs/pick-ups is an issue of concern for Moreno Valley residents. The General Plan includes policies and actions to work with the two school districts in the City (Moreno Valley and Val Verde Unified School Districts) to develop measures that mitigate congestion related to student drop-off and pick-up. Additionally, the City will continue to maintain and seek opportunities to enhance programs such as Safe Routes to School that promote cycling and walking as healthy, affordable, and viable transportation options.

EMERGENCY ACCESS

Adequate emergency vehicle access is crucial in terms of protecting the safety and well-being of Moreno Valley's residents. Emergency access to individual buildings is regulated by the adopted California Fire Code. Emergency access can also be facilitated through roadway design standards that allow for emergency vehicle movement, as well as the identification of evacuation routes should residents need to leave in the event of a disaster. See Chapter 6, Safety, regarding goals and policies related to emergency access.

Goal C-3: **Manage the City's transportation system to minimize congestion, improve flow and improve air quality**



Rideshares decrease the need for parking, but increase the demand for curb space.

POLICIES

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.

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.

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.



Speed humps are a common traffic calming measure in residential areas.

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.

C.3-5: Manage freeway bypass traffic during peak commute hours from SR 60 and I-215 through traffic signal timing coordination and Intelligent Transportation Systems (ITS) to limit impact on City streets.

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.

C.3-7: Support regional efforts for the development of a VMT mitigation impact fee program.

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.

C.3-9: Employ parking management strategies, such as shared parking in mixed use areas, on-street residential parking, and spill-over parking to avoid construction of unnecessary parking.

C.3-10: Require traffic and parking management plans for major events to utilize travel demand management strategies encouraging transit and other alternatives to single occupant vehicles to limit the impact to City Streets.

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.

C.3-12: Evaluate opportunities to incorporate new materials, technologies or design features that improve performance of the circulation system.

C.3-13: Promote efficient circulation planning at schools, partnering with the local school districts to optimize school drop-off/pick-ups.

ACTIONS

C.3-A: Periodically review and update traffic impact study guidelines for vehicle miles traveled and level of service assessment.

C.3-B: Periodically collect traffic count data to support existing traffic operations and future infrastructure.



C.3-C: Update the City's standard roadway cross-sections and standard plans to reflect state-of-the-practice in safe and efficient roadway design.

C.3-D: Update ITS Master Plan to include latest technology and innovations, and continue investment to expand ITS and citywide camera system.

Local Connectivity and Roadway Safety

Convenient and safe connections between neighborhoods and destinations throughout the City are a priority for Moreno Valley decision-makers and community members, with strong support for more ways of getting around and experiencing all the great things the City has to offer outside of using a car. The General Plan contains policies and actions to facilitate greater bus, train, automobile, bike, and pedestrian connections and address barriers. The existing and planned bicycle and pedestrian network is depicted in Map C-2.



PEDESTRIAN AND BICYCLE CIRCULATION

To help people choose to walk and bike, all legs of the journey should feel safe and pleasant. Moreno Valley can enhance pedestrian and bike connections to important community destinations between parks, schools, commercial centers, and neighborhoods, making sure that there are continuous routes and direct connections. New developments should provide direct connections between neighborhoods as well, with pathways and streets designed for walkers and bikers. These safe, pleasant, and universally accessible paths, routes, and lanes will all be part of an integrated multi-use system within Moreno Valley and connecting beyond.

Non-motorized modes of transportation are environmentally-friendly alternatives to motor vehicles that enhance both personal and social well-being through opportunities for exercise and social interaction. These alternatives to motorized transportation are important parts of a complete transportation system that offers residents of Moreno Valley a suite of options for moving around their City. In addition to acting as alternatives to single-occupant vehicle travel, these modes of travel provide many public access, health, and economic benefits, and are therefore recognized as integral components of Moreno Valley's transportation system. Safe, convenient, attractive, and well-designed pedestrian and bicycle facilities are essential if these modes are to be properly accommodated and encouraged.

Pedestrian Facilities

Nearly everyone is a pedestrian at one time or another. Walking or use of a wheelchair is part of almost every trip, whether it is from the parking lot to a building or from one's home to a bus stop, work, or store. The pedestrian environment is thus a crucial part of an accessible transportation network, while also playing an important role in the public realm where attractive pedestrian environments can spur activity. Factors that affect walkability and the pedestrian experience in Moreno Valley are described below.

- *Direct, Fine-Grained Pedestrian Networks.* Walking is more efficient and desirable as a means of transportation if direct pedestrian travel, rather than circuitous routes, are available. This is achieved through the development of fine-grained networks of pedestrian pathways that allow for direct access to destinations.
- *Sidewalk Continuity.* Communities are more walkable if sidewalks do not end abruptly and are present on the entire segment and both sides of a roadway. This is especially important for the mobility-impaired or those pushing small children in strollers.
- *Sidewalk Conditions.* This refers to the physical condition of sidewalk surfaces. Sidewalks that are broken or cracked can deter walkability and impede mobility, particularly for persons with disabilities, such as those in wheelchairs and persons using walkers or strollers.
- *Shading.* People are more inclined to walk in areas where there is shade present, particularly in Southern California with its relatively warm weather and limited rainfall as compared to other locations. Additionally, shade trees and/or canopies create an aesthetic value that is pleasing to the pedestrian.
- *Grade.* People are more inclined to walk in areas that are relatively flat or have limited grade changes.
- *Amenities.* All else being equal, people are more inclined to walk in areas that are interesting environments with shopping, retail, restaurants, and other similar uses. Pedestrian-friendly amenities include street furniture, attractive paving, way-finding signage, enhanced landscaping, public art and enhanced lighting.
- *Buffers.* A more walkable environment is one in which there is some degree of separation between the pedestrian and the motorist. This typically includes wider sidewalks, street parking and sidewalk bulb-outs at intersections where feasible. Crosswalks with appropriate signage serve as an important buffer as well.

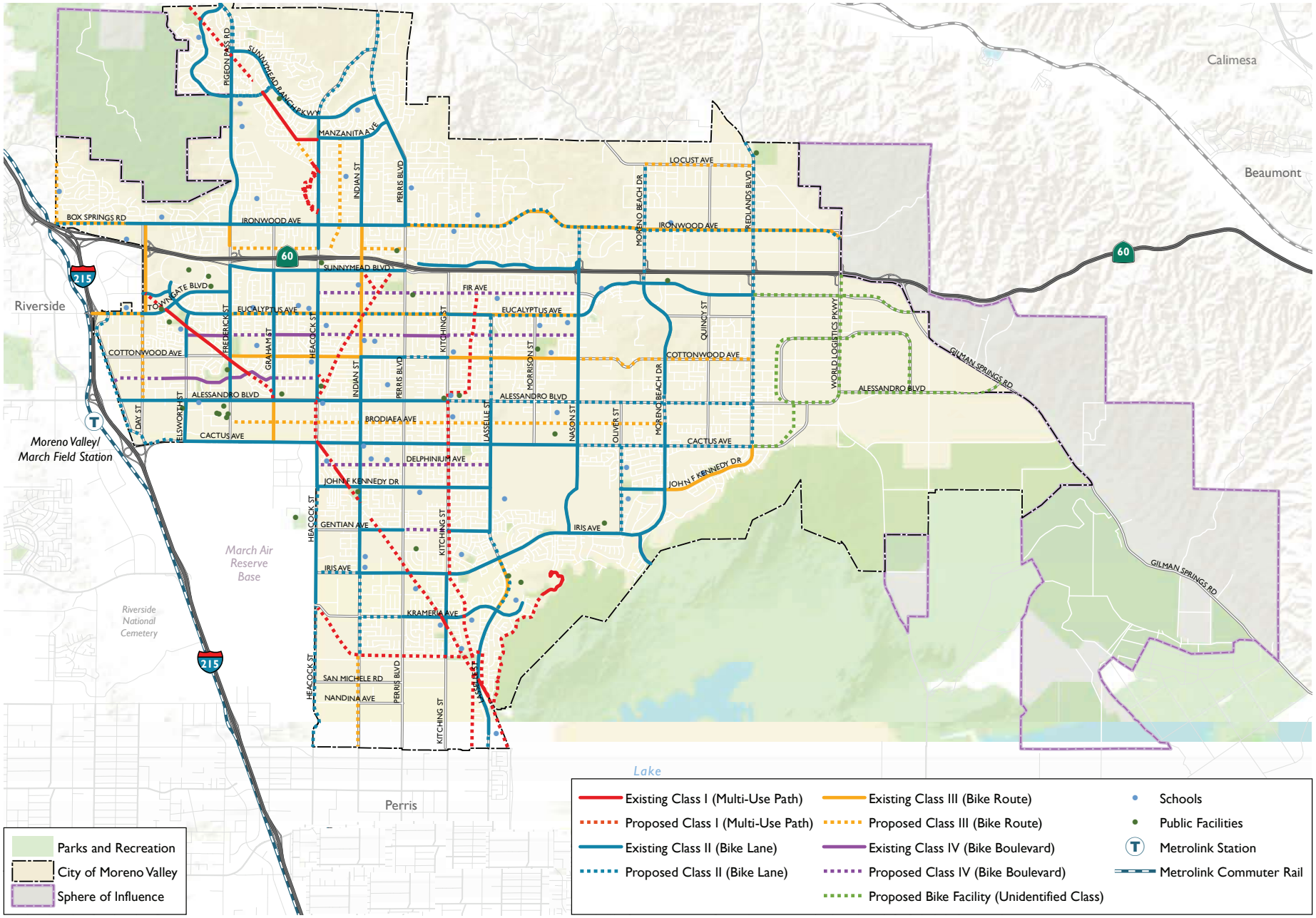
Bicycle Facilities

The City of Moreno Valley has made a concerted effort to expand the ease of alternative transportation options for residents, recognizing both health and environmental benefits. This includes existing and proposed bicycle facilities, with the majority of existing facilities in the western portion of the City where most people live, and proposed, connecting networks of bicycle facilities in the eastern portion of the City. With relatively flat terrain and a rectilinear street grid, Moreno Valley is an inherently bikeable community. Improving bicycle facilities can increase the likelihood and desirability of this active transportation mode for short distance trips, school trips, and recreational activities. The different types of bicycle facilities designated in Moreno Valley are described below.

- *Class I Bikeways (Multi-Use Paths).* Class I bikeways are facilities that are physically separated from vehicles, designated for the exclusive use of bicyclists and pedestrians with minimal vehicle crossings.



Map C-2: Existing and Planned Bicycle and Pedestrian Network



- *Class II Bikeways (Bike Lanes).* Class II bikeways are 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.
- *Class III Bikeways (Bike Routes).* Class III bikeways, also referred to as bike routes, are only identified by signs or pavement markings. A bicycle route is meant for use by bicyclists and for motor vehicle travel (i.e., shared use).
- *Class IV Bikeways (Cycle Tracks).* Class IV bikeways, also referred to as cycle tracks, are protected bike lanes, which provide a right-of-way designated exclusively for bicycle travel within a roadway that is protected from vehicular traffic with devices such as curbs, flexible posts, inflexible physical barriers, or on-street parking.
- *Bicycle Boulevards.* Bicycle Boulevards are convenient, low-stress cycling environments on low traffic volume streets, typically parallel to higher traffic volume streets as an alternative to them. These roads prioritize bicyclists and typically include speed and traffic volume management measures, such as intersection ROW control, to discourage motor vehicle traffic.



The City's Bicycle Master Plan recommends bicycle programs to improve facilities that can make it safer for users of all ages and abilities to ride a bicycle on City streets. It outlines a Citywide bikeway network, identifies infrastructure gaps, and aligns with regional efforts like WRCOG's Non-Motorized Transportation Plan. Existing high traffic volume arterials and truck routes can conflict with existing and proposed bicycle routes throughout the City. The City's Bicycle Master Plan and Circulation Element have identified parallel east-west corridors (Neighborhood Collectors) to provide low-stress alternatives to riding on arterials as part of the layered network. The City still provides bicycle facilities on most major arterials and additional buffers/protection is recommended on high speed/volume roadways, especially along truck routes to limit conflicts. Additional bicycle infrastructure in congested areas, such as bicycle signal heads, traffic signal bicycle detection, green bicycle lanes, and two-stage turn queue boxes can further enhance bicycle facilities on high-stress corridors.

Alignment with SB 932 (2022)

SB 932 reflects California's growing commitment to road safety and climate-resilient mobility by requiring cities and counties to integrate bicycle, pedestrian, and traffic calming plans into the Circulation Element. The law's intent is to reduce traffic-related fatalities—particularly for vulnerable road users—by mandating evidence-based, equity-focused strategies that prioritize safety in high-injury corridors, school zones, and business districts. SB 932 also imposes implementation timelines and introduces legal accountability, signaling a shift toward proactive, data-driven safety planning within the General Plan framework. The City embraces the Safe System approach, which recognizes that humans will make mistakes and that the design of the transportation system should prevent those mistakes from resulting in fatalities or serious injuries.

Between January 2021 and December 2024, Moreno Valley recorded a total of 3,188 traffic collisions (see Map C-3), according to Statewide Integrated Traffic Records System (SWITRS) data. These crashes resulted in 4,188 people injured and 60 killed, highlighting a persistent safety concern on local roadways. Notably, 239 of the victims were pedestrians or bicyclists, underscoring the heightened vulnerability of people who are non-motorized road users and the urgent need for improved infrastructure, traffic calming, and safety interventions consistent with the goals of SB 932.



Class I bikeway (bike path)



Class II bikeway (bike lane)



Class III bikeway (bike route)

Moreno Valley's Local Road Safety Plan (LRSP) lays the groundwork for meeting the intent of SB 932 by identifying high-injury corridors, prioritizing safety improvements, and using data-driven strategies to reduce fatalities and serious injuries. While not a formal Vision Zero policy, the LRSP aligns with its core principles and provides a foundational framework for developing comprehensive bicycle, pedestrians, and traffic calming plans required under SB 932. Expanding the LRSP into a full Vision Zero Action Plan would strengthen the City's commitment to safety, improve implementation readiness, and position Moreno Valley for additional State and federal funding opportunities.

The City's Bicycle Master Plan offers a strong foundation for improving bicycling infrastructure, predates SB 932, and does not comprehensively integrate pedestrian planning or evidence-based traffic calming strategies as required under the law. Additionally, the City does not have a standalone Pedestrian Master Plan, and existing efforts related to walkability are mostly limited to school route guidance and general design principles in the General Plan.

The Circulation Element integrates an updated Bicycle Master Plan, a new Citywide Pedestrian Plan, LRSP, and a new Vision Zero Action Plan into a combined Active Transportation and Safety Strategy within this Circulation Element. Together, these plans provide a comprehensive, data-informed framework that identifies high-injury corridors, prioritizes infrastructure gaps, and outlines safety improvements for pedestrians, bicyclists, and other vulnerable users. This integration also supports timely implementation, positions the City for State and federal funding, and ensures that safety is embedded into all future mobility decisions.

PUBLIC 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. Within Moreno Valley, intercity buses, local buses, and demand-responsive service are provided, all of which help people get around. Existing public transportation offerings are described below.

- *Riverside Transit Agency (RTA)* – The majority 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 the Moreno Valley/March Field Metrolink Station, Perris Station Transit Center, University of California, Riverside (UCR), and Moreno Valley Mall. Major Moreno Valley bus routes include routes 11, 16, 18, 19, 19A, 20, and 31. In addition, RTA has one commuter link express bus route. Route 208 connects the cities of Temecula, Murrieta, Perris, Moreno Valley, and Riverside. Commuter link express bus routes provide peak hour services for commuters in the morning and evening during weekdays. Route 31 also provides connections to Beaumont, Banning, Hemet and San Jacinto, and passengers can transfer in Beaumont to Sunline Route 10 for service to the Coachella Valley. RTA also provides Dial-A-Ride services for seniors and persons with disabilities.
- *Metrolink* – Metrolink is a commuter rail program operated by the Southern California Regional Rail Authority (SCRRA), providing service from outlying suburban communities to employment centers such as Burbank, Irvine, and downtown Los Angeles. For Moreno Valley, the Moreno Valley/March Field Metrolink Station is located less than one-half mile west of the City limits. The 91/Perris Valley Line (PVL) train services Metrolink stations in the cities of Perris, Riverside, Corona, Fullerton, Buena Park, Norwalk/Santa Fe Springs, and Los Angeles. The Metrolink 10-Year Strategic Plan (2015-2025) indicated that, through a partnership with the Los Angeles County Metropolitan Transportation Authority (LA Metro), they would experiment with lower fares across the board and targeted discounts on shorter distance trips with the goal to increase ridership and revenue. According to Metrolink data, passenger boardings and average weekday ridership on the PVL increased between Fiscal Year 2021-22 and Fiscal Year 2023-24. 1

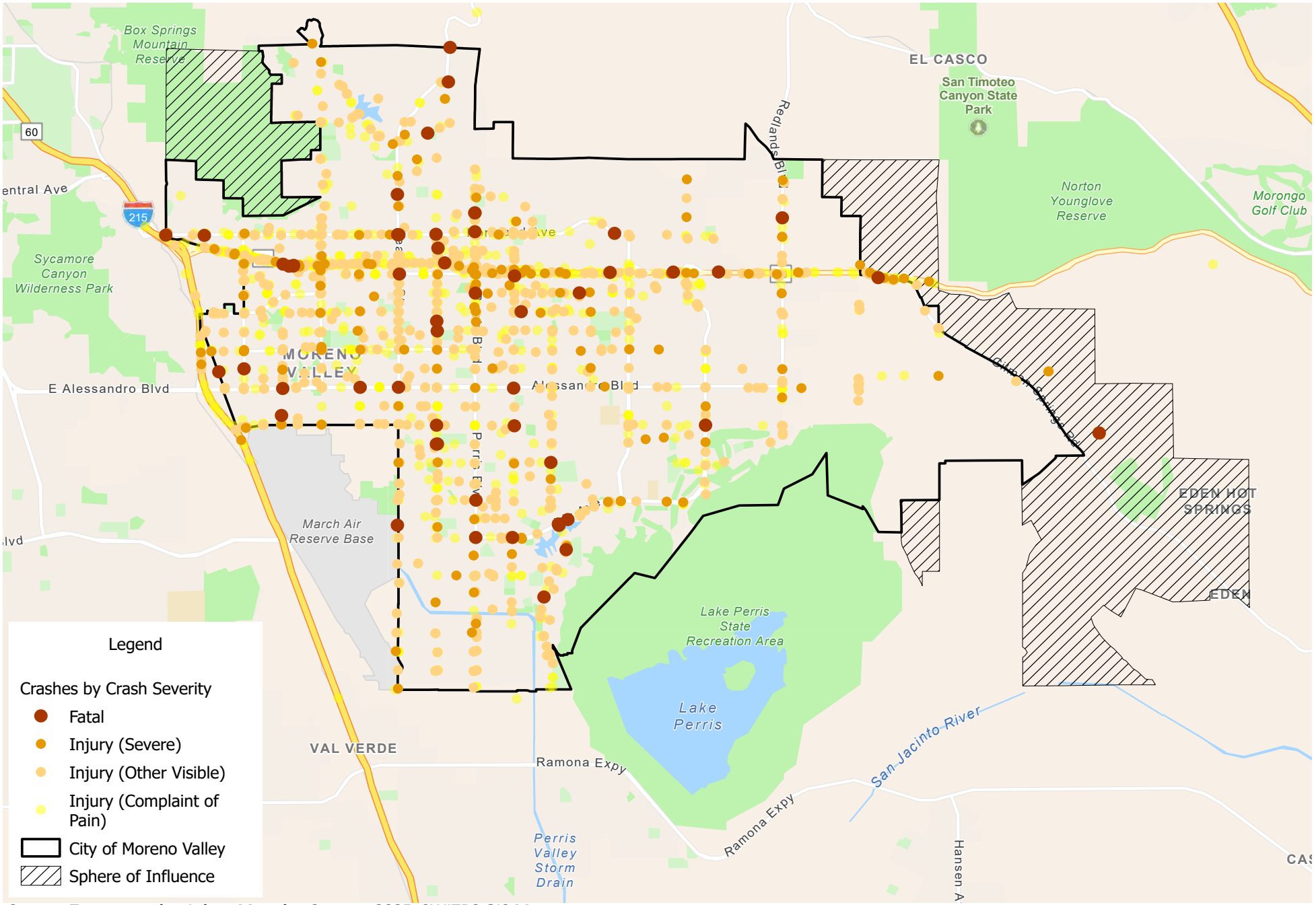
Table C-2 Crash Rank by Intersections

RANK	INTERSECTION	NUMBER OF COLLISIONS
1	Perris Blvd and Sunnymead Blvd	44
2	Alessandro Blvd and Perris Blvd	41
3	Heacock St and Sunnymead Blvd	27
4	Heacock St and Ironwood Ave	26
5	Frederick St and Sunnymead Blvd	25
6	Iris Ave and Kitching St	24
7	Bluechip Cir and Iris Ave	22
7	Cactus Ave and Perris Blvd	22
8	Alessandro Blvd and Heacock St	21
8	Ironwood Ave and Pigeon Pass Rd	21

Note: 2023 - 2024 is provisional and subject to change. Includes all collisions within 250 feet of the listed intersection.

Source: California Statewide Integrated Traffic Records System (January 1, 2021 to December 31, 2024).

Map C-3: Crashes by Crash Severity



Source: Transportation Injury Mapping System, 2025, SWITRS GIS Map

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.

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.

1 Metrolink Southern California Regional Rail Authority, Adopted Budget Fiscal Year 2023-2024, Adopted June 23, 2023, Exhibit 3.1a, https://metrolinktrains.com/globalassets/about/financial-reports/adopted-budget/fy23-24-adopted-budget-fy25-28-projections.pdf. Accessed May 2025.



TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management (TDM) refers to a comprehensive strategy to reduce driving and resulting 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.

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 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also called Connect SoCal, has allocated $7.3 billion through 2050 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 ride-sharing (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.

In addition, 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.

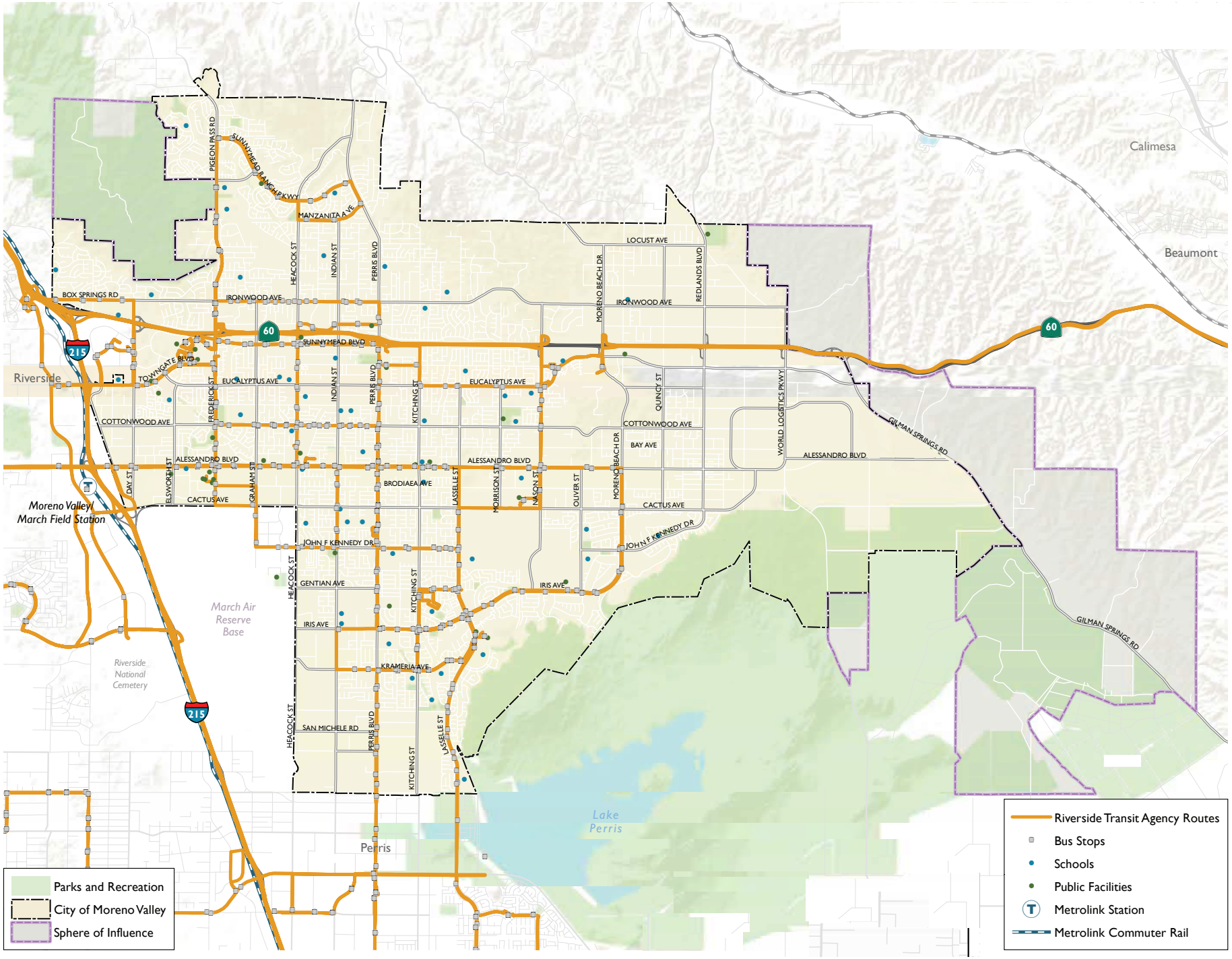


The Moreno Valley/March Field Metrolink station is an important connection to other cities in Southern California.



RTA operates commuter link bus routes between Moreno Valley and nearby cities.

Map C-4: Transit Lines and Facilities



Goal C-4: **Provide a convenient, safe, resilient transportation network that strives to eliminate severe crashes and improves access between neighborhoods and destinations within Moreno Valley.**

POLICIES

C.4-1: Support the development of high-speed 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.

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.

C.4-3: Support the establishment of a Transit Center/Mobility Hub in the Downtown Center.

C.4-4: 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.

C.4-5: Update the Moreno Valley's Local Road Safety Plan to prioritize the safety and comfort of all road users—especially people who walk, ride bicycles, or other non-automobile devices, and other vulnerable populations—by designing a transportation network that reduces traffic-related fatalities and stress through a Safe System approach and separation from high-speed, high-volume motor vehicle traffic.

C.4-6: Implement safety measures through phased timelines, performance monitoring, and transparent public reporting.



ACTIONS

C.4-A: Update the existing Bicycle Master Plan and integrate it with a new Citywide Pedestrian Plan to create a combined Active Transportation Plan that meets SB 932 requirements by identifying high-injury corridors, infrastructure gaps, and regional connections, while prioritizing protected bikeways, ADA compliance, and safe, accessible routes to schools, transit, employment centers, and shopping areas.

C.4-B: Adopt a Vision Zero Action Plan based on the City's LRSP to set Citywide safety priorities and fatality reduction targets, with updates every five years.

C.4-C: Pursue regional, State and federal funding to support the implementation of multimodal and safety projects, with priority given to filling sidewalk gaps on designated school routes and enhancing active transportation infrastructure Citywide.

C.4-D: Provide increased buffers and protected bicycle lanes in high-stress areas where feasible. Install landscaped buffers between sidewalks and travel lanes, and ensure pedestrian crossings are convenient and highly visible.

C.4-E: Continue on-going coordination with transit authorities toward the expansion of transit facilities into newly developed areas.

C.4-F: Work with major employers, the hospital complexes, and Moreno Valley College to study alternatives to conventional bus systems, such as smaller shuttle buses (micro-transit), on-demand transit services, or transportation networking company services that connect neighborhood centers to local activity centers with greater cost efficiency.

C.4-G: Periodically review and update Citywide wayfinding strategy that enhances access to key destinations, including Moreno Valley College, Riverside University Medical Center, Kaiser, and Lake Perris State Recreation Area.

C.4-H: Initiate implementation of bicycle and pedestrian master plan, Local Road Safety Plan, Vision Zero Plan within 2 years of Circulation Element adoption and aim for full completion within 20 years, including a 5-year goal to reduce fatalities by at least 20%.

C.4-I: Track and share progress through a public-facing dashboard and regular updates to the City Council, detailing project status, funding, and safety outcomes.

C.4-J: Use CalEnviroScreen and demographic indicators to prioritize investments in neighborhoods with the greatest safety and mobility disparities.

Goal C-5: Enhance the range of transportation operations in Moreno Valley and reduce vehicle miles travelled.

POLICIES

C.5-1: Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

C.5-2: Encourage public transportation that addresses the particular needs of transit-dependent individuals, including senior citizens, the disabled, and low -income residents.

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.

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 buses, high-visibility crossings, and modern bike storage.

C.5-5: Encourage local employers to implement TDM strategies, including shared ride programs, parking cash out, transit benefits, allowing telecommuting and alternative work schedules.

ACTIONS

C.5-A: Keep the City's traffic impact study guidelines current and revise the CEQA threshold of significance for VMT as appropriate.

C.5-B: Maintain a list of recommended Transportation Demand Management (TDM) strategies for employers and new developments.







Offering wifi on public transit is one way to make ridership a more convenient option, as well as offering a valuable service to low-income riders.

C.5-C: Remain flexible in the pursuit and adoption of transportation funding mechanisms that fund innovative transportation solutions.

C.5-D: Work with RTA and Metrolink to increase transit service frequency, speed, and reliability and increase ridership. Strengthen linkages and access to the Metrolink Station.

C.5-E: Integrate transit access and information systems into employment centers, major destinations and new multi-family residential development.

C.5-F: Develop a Park Once strategy to promote walkability in mixed use centers and corridors.

C.5-G: Study the feasibility of implementing car-sharing program, working with established providers.

Goods Movement

Moreno Valley benefits from ready access to the regional transportation network, with excellent rail, air, and freeway connections that make it a prime location for businesses active in goods movement. At 4,500 businesses strong and growing, Moreno Valley is home to many Fortune 500 and international companies. Top employers in the City have businesses in sectors such as fulfillment, retail distribution-retail, grocery distribution-grocery, and manufacturing. Industrial areas of Moreno Valley benefit from the robust transportation network and can distribute goods easily throughout the region and the world.

Goods movement is necessary for the vitality of Moreno Valley and the region as a whole. Goods movement in the City occurs primarily on major highways that bisect and border the City, including SR 60 and I-215. Truck traffic on City streets is restricted to specific routes that are designated for through traffic of trucks over three tons; the truck network system is identified in the City's Municipal Code. These truck routes help to facilitate the movement of goods throughout the City, while providing a connection between major highway facilities (i.e., SR 60 and I-215) to local roadways, such as Alessandro Boulevard,Heacock Street and Perris Road. Moreover, truck traffic is restricted to these designated roadways, unless otherwise authorized by the California Vehicle Code, in order to minimize wear and tear on City streets and promote safety on residential streets. In addition, the City supports improvements to regional goods movement facilities, such as the aviation cargo operations at March Air Reserve Base/March Inland Port.

Assembly Bill 98 (AB 98), enacted in 2024, introduces new statutory requirements for cities within California's "warehouse concentration region," which includes Moreno Valley. The bill responds to the public health, environmental, and quality-of-life impacts stemming from the growth of warehouse and logistics facilities. AB 98 requires local jurisdictions to designate truck routes that prioritize the use of major arterials and highways, avoid sensitive land uses such as homes, schools, and healthcare facilities, and include public signage and accessible mapping. It also imposes new development standards for logistics facilities related to setbacks, buffers, air quality mitigation, and the use of zero-emission equipment. The intent of AB 98 is to create a more equitable and sustainable approach to goods movement. The legislation aims to reduce disproportionate burdens on vulnerable communities, promote cleaner industrial practices, and balance economic development with public health and environmental justice.

Moreno Valley's designated truck routes, shown in Maps C-5 and C-6, illustrate areas of potential conflict where sensitive receptors—such as schools, parks, and residential areas—are located within 1,000 feet of the roadway. Heacock Street and Perris Boulevard are high-risk corridors due to their proximity to these uses and may require mitigation such as buffers, pedestrian improvements, or delivery-hour restrictions. However, the City has designated these as "Through Streets," meaning they are primarily intended for through traffic rather than residential or neighborhood traffic. Although the City maintains jurisdiction over these corridors, any modifications that connect to State highways may necessitate coordination with State agencies like Caltrans. Any changes along these streets will impact neighboring jurisdictions and have to be coordinated with these jurisdictions. Alessandro Boulevard, while primarily commercial, includes segments near residential areas and schools, particularly east of Heacock Street, and may warrant localized mitigation strategies such as targeted buffering, signage, and truck speed management. Frederick Street presents moderate risk and

may benefit from signage and operational controls. In contrast, Redlands Boulevard, Eucalyptus Avenue, and Harley Knox Boulevard are industrial in character and better aligned with AB 98's objectives. Gilman Springs Road poses low risk but may require signage near recreational areas. This road is also identified as a barrier to wildlife connectivity and hence reduction on truck traffic on this road is highly advised. It should also be noted that SR 60 and I-215 are part of federally designated National Network Route and the City cannot prohibit truck traffic on these routes. The City also acknowledges that truck routes in adjacent jurisdictions may not align with Moreno Valley's designated network. In such cases, trucks may utilize non-designated local streets within the City to access the nearest designated truck route.

While AB 98 aims to protect sensitive communities from the impacts of goods movement, implementing its policies in a built-out city like Moreno Valley poses challenges. The City has long routed truck traffic along major highways and arterials designed to connect industrial areas to regional logistics hubs. However, years of growth and past land use approvals have placed residential neighborhoods and community uses along these corridors. Rerouting trucks is difficult due to limited right-of-way, environmental constraints, and a lack of viable alternative routes. Building new bypasses is largely infeasible, and diverting trucks onto local streets would increase safety risks for pedestrians and schools. Recognizing these constraints, Moreno Valley has identified action items focused on mitigation and operational improvements to align with the intent of AB 98 while preserving freight mobility.

Overall, goods movement plays an important role in both the circulation network and the economy of Moreno Valley. Often, it can be challenging to accommodate trucks and other vehicles without impeding other modes or the well-being of residents.

The General Plan aims to continue to support local and regional solutions to long distance goods movement, allowing for both economic development and a high quality of life in Moreno Valley's residential communities.

Technological innovation is presenting opportunities to improve the efficiency of goods movement in the future, especially with the recent increase in online shopping and delivery due to COVID-19. The future of freight will involve autonomous and electric vehicles, and will also include drones, sidewalk robots and more. The increase in demand for freight will increase the loads on City streets and the demand for truck parking and may also merge into pedestrian space and air space. The March Air Force Base is expected to increase its role as a logistics hub that links air and ground freight.

Goal C-6: Provide for safe, efficient goods movement by road, air and rail.

POLICIES

C.6-1: Strive to be the most technologically advanced freight hub in the Country, that maximizes efficiency and economic benefit, while minimizing impacts to residents and visitors.

C.6-2: Support implementation of new technologies and best practices that make logistics operations cleaner, greener, and more efficient, including electric truck charging stations, autonomous vehicle sensors and communications.

C.6-3: Support March Global Port in its effort to develop an aviation cargo center at March Air Reserve Base.

C.6-4: Strive to minimize the impacts of truck traffic on sensitive land uses while maintaining efficient goods movement along designated routes.

C.6-5: Regulate warehouse and logistics development to reduce impacts on sensitive uses through siting, design, and operational standards that prioritize air quality, neighborhood compatibility, and environmental justice.

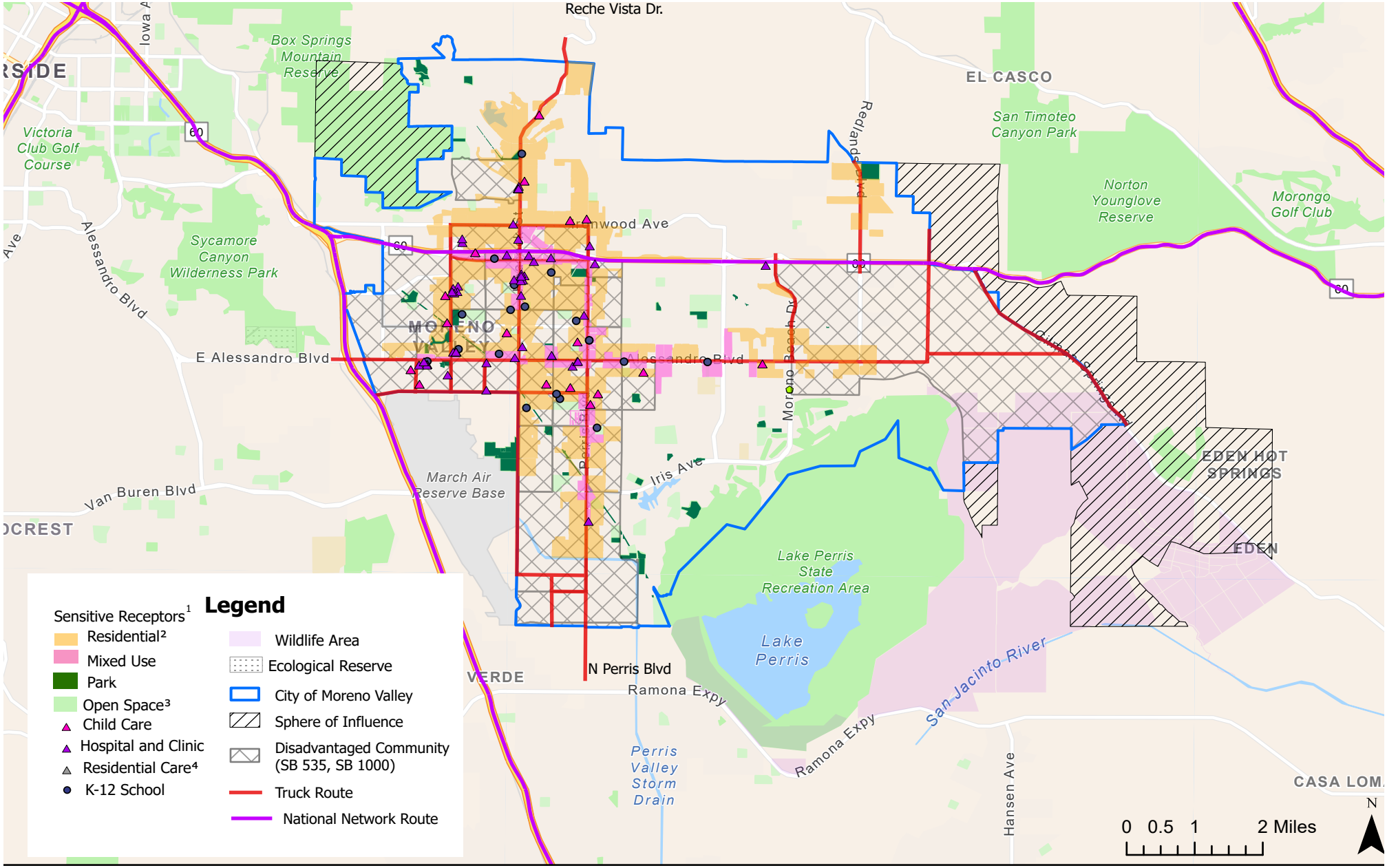
ACTIONS

C.6-A: Evaluate opportunities to incorporate new materials, technologies, or design features that improve performance of the circulation system, including stronger concrete roads that will have a longer life cycle and require less maintenance.

C.6-B: Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic.

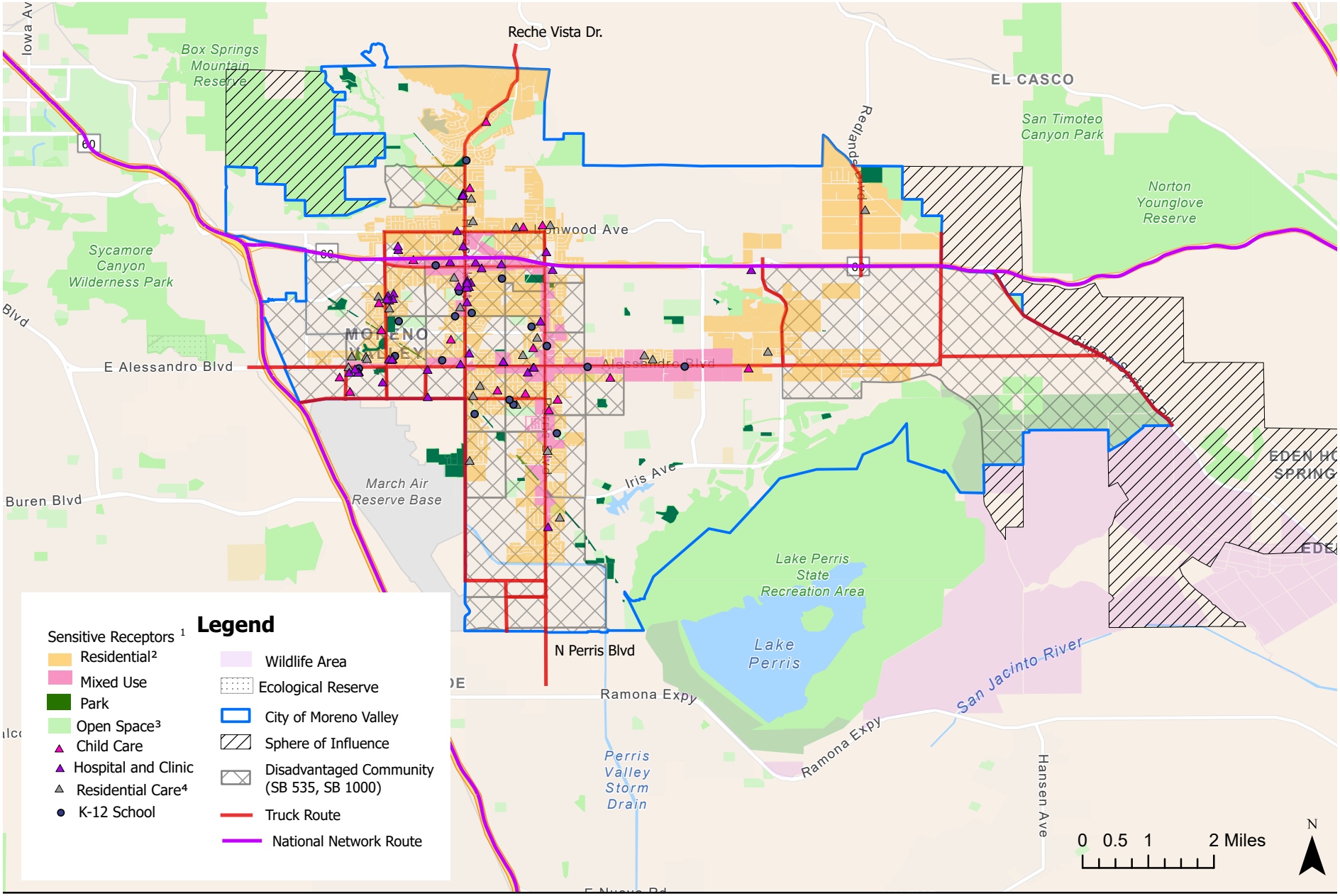


Map C-5: Existing Truck Routes and Sensitive Receptors



[1] South Coast Air Quality Management District (SCAQMD), CEQA Air Quality Handbook, 1993. Sensitive Receptors displayed are 1,000 Ft from existing Truck Routes except Parks and Open Space.
[2] Residential and Mixed Used zones per City of Moreno Valley General Plan 2006 Zoning Map.
[3] Inclusion of recreational areas and public access lands as an air quality sensitive receptor per Assembly Bill 98.
[4] Residential care includes elder care, adult care, and foster care/group homes.

Map C-6: 2040 Truck Routes and Sensitive Receptors



[1] South Coast Air Quality Management District (SCAQMD), CEQA Air Quality Handbook, 1993. Sensitive Receptors displayed are 1,000 Ft from existing Truck Routes except Parks and Open Space.
[2] Residential and Mixed Used zones per City of Moreno Valley General Plan 2040 Zoning Map, https://moval.gov/cdd/pdfs/2040GP-Update/Zoning.pdf. Accessed October 2024.
[3] Inclusion of recreational areas and public access lands as an air quality sensitive receptor per Assembly Bill 98.
[4] Residential care includes elder care, adult care, and foster care/group homes.

C.6-C: Study options for accommodating increased demand for truck parking as logistics uses increase. Consider leasing City-owned land for short- and long-term parking as a form of revenue generation. Consider provisions that allow for shared parking in off-peak areas to maximize space utilization.

C.6-D: Avoid any new truck routes from passing through residential, school, or medical uses unless no feasible alternative exists, and require mitigations if unavoidable.

C.6-E: Implement time-of-day restrictions for truck deliveries in mixed-use or residential-adjacent corridors where feasible.

C.6-F: Require new logistics developments to submit Truck Routing Plans and adopt zero-emission vehicle transition timelines.

C.6-G: Cooperate with South Coast Air Quality Management District in deploying mobile air monitoring systems and receiving community input on how any penalties assessed and collected for violation of the Warehouse Indirect Source Rule are spent.

C.6-H: Pursue State and regional funding to retrofit infrastructure along truck corridors with safety and emission-reduction enhancements.

C.6-I: Install and maintain clear signage along all designated truck routes indicating allowed paths, prohibited turns, no-idling zones, and loading restrictions, with placement prioritized near sensitive land uses and neighborhood entry points.

C.6-J: Coordinate with industrial operators and navigation apps to align digital routing tools with signed routes.

C.6-K: Work with Public Works and Code Enforcement to monitor compliance and update signage in response to route changes or complaints.

C.6-L: Conduct a truck route analysis every five years to assess land use changes, roadway capacity, and community impacts, and identify opportunities to shift truck traffic away from residential areas.

C.6-M: Require all new or expanded warehouse developments to incorporate site-specific measures—such as minimum setbacks, landscaped buffers, zero-emission equipment, and truck routing plans—to reduce impacts on nearby sensitive uses and uphold air quality and environmental justice goals.









5

Parks & Public Services

Quality parks, responsive public services, and reliable utility infrastructure are integral to maintaining and strengthening the quality of life in Moreno Valley. Public parks, multi-use trails, and recreational and cultural programming provide spaces and occasions for neighborly interaction and healthy living. Schools, libraries, and educational programs provide spaces for learning and create opportunity for people of all ages. Public safety services like police and fire departments keep the community safe, and reliable public infrastructure underpins the City's daily activities and ensures that life can run smoothly. It is critical that investments in public services and facilities are made wisely to provide for the community's existing and future needs.

The purpose of the Parks and Public Services Element is to establish a framework to guide decision-making and investment in parks and public services that contribute to a high quality of life for local residents and an attractive climate for businesses. Related issues of emergency response and public safety are discussed in the Safety Element, while bicycle routes are addressed in the Circulation Element. The Healthy Community Element also covers physical activity and the Open Space and Resource Conversation Element also addresses recreational trails.

Parks and Open Space Network

Parks and recreational facilities make a vital contribution to the quality of life in Moreno Valley. They provide recreational opportunities, foster health and wellness, and serve as important gathering places in the community. Moreno Valley residents enjoy access to a wide range of parks and recreational facilities, as shown on Map PPS-1. The Parks and Community Services Department maintains approximately 492 acres of parkland in the City, including 7 Community Parks, 25 Neighborhood Parks, 4 Specialty Parks and 15 miles of Trails/Greenways (see Table PPS-1). These facilities offer a variety of amenities from ball fields, basketball courts, and playgrounds to picnic tables, barbecues, and a demonstration garden that showcases sustainable gardening and landscaping practices. Additionally, the City maintains joint use agreements with the Moreno Valley and Val Verde School Districts for off-hour use of some school facilities, including gymnasiums and swimming pools. Residents also have access to an extensive array of regional parks and open spaces in the surrounding area, including Box Springs Mountain Reserve Park, Norton Younglove Reserve, the San Jacinto Wildlife Area, and the Lake Perris State Recreation Area.



Moreno Valley boasts a network of multi-use trails within the city.
Photo credit: AllTrails

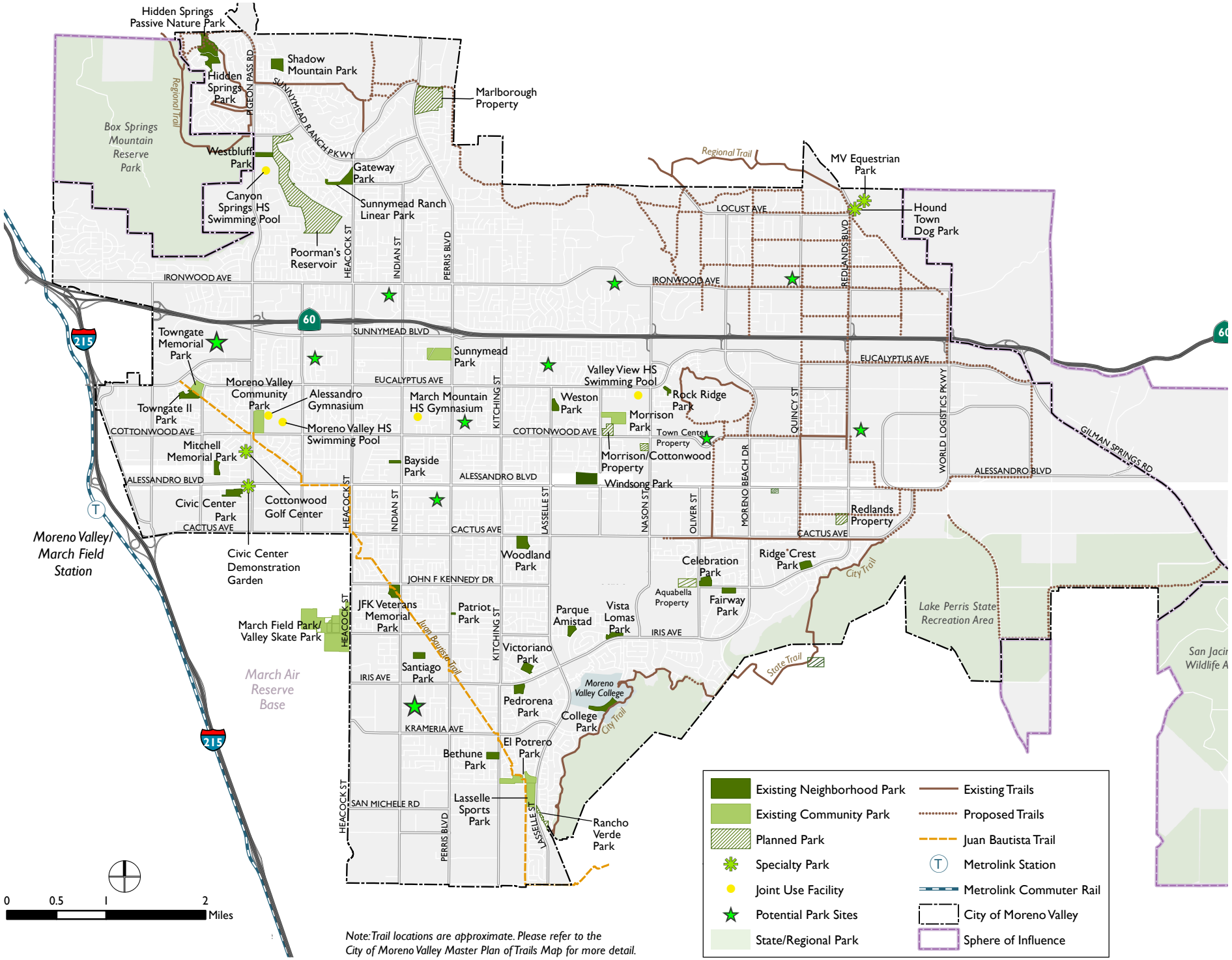
For planning purposes, parks are classified by type based on the size, use, and physical characteristics of the land. The four categories of parks defined by the City are as follows:

- *Community Parks are larger parks providing community-wide amenities, meeting needs of large sections of the community. Ideally about 20 to 50 acres in size, these parks have a three-mile radius service area, which represents a 20-minute drive, and often include community buildings, such as a cultural center or teen center, as well as specialty sports facilities. Where Community Parks are located in residential neighborhoods, they serve both the needs of the Community Park service radius and the Neighborhood Park service radius.*
- *Neighborhood Parks range from ¼ to 20 acres in size and are geared specifically for those living within a ¾-mile radius of the park, which represents a 15-minute walk. Ease of access and walking distance are critical factors in locating a Neighborhood Park. Amenities provided by a Neighborhood Park include practice sports fields, informal open play areas, children's play apparatus, and basketball, tennis, and volleyball courts. Mini Neighborhood Parks are the smallest park classification, ranging in size from ¼ to five acres in size, and are best used to meet limited or specialized recreational needs.*
- *Specialty Parks provide a single use or activity and generally possess a unique character or function such as equestrian centers, dog parks, skate parks, demonstration gardens, community buildings, aquatic centers, and sport complexes.*
- *Trails/Greenways allow for uninterrupted, safe pedestrian movement through the City and play an important role in connecting the park, recreation and open space system. There are two main categories of greenways: "Natural" greenways follow existing natural resources; "man-made" greenways result from development projects and are often located in residential subdivisions or along abandoned rail corridors, power line corridors, storm drain easements and collector parkway rights-of-way.*



From top to bottom: Moreno Valley Community Park, Rock Ridge Park (neighborhood park), Cottonwood Golf Course (specialty park), and a multi-use trail

Map PPS-1: Existing and Planned Parks and Recreation Facilities



Note: Trail locations are approximate. Please refer to the City of Moreno Valley Master Plan of Trails Map for more detail.

Table PPS-1: Existing and Planned Parks and Recreation Facilities

PARK/FACILITY NAME	ACRES	AMENITIES
Existing Parks and Recreational Facilities		
Community Parks	**166.25**	
El Potrero Park	15.00	Barbecues, four multi-use athletic fields, fitness equipment, picnic tables, playground, soccer field
Lasselle Sports Park Complex	12.75	Barbecues, lit football field, picnic tables, playground, snack bar, lit tennis court
March Field Park (Valley Skate Park)	85.32	Picnic tables, lit skate park, snack bar, lit soccer turf arena, two lit softball/baseball fields
Moreno Valley Community Park	15.58	Barbecues, picnic tables, playground, skate park, snack bar, four lit soccer fields
Morrison Park	14.01	Barbecues, picnic tables, soccer field, snack bar, four lit softball/baseball fields
Sunnymead Park	15.53	Barbecues, picnic tables, playground, snack bar, four lit softball/baseball fields
Towngate Memorial Park	8.06	Barbecues, multi-use athletic fields, picnic tables, playground, lit softball/baseball field, walking path
Neighborhood Parks	**166.14**	
Adrienne Mitchell Memorial Park	4.43	Four lit basketball courts, barbecues, horseshoes, picnic tables, playground, walking path
Bayside Park	2.04	Barbecues, lit basketball court, horseshoes, picnic tables, playground
Bethune Park	6.00	Barbecues, picnic tables, playground, snack bar, two softball/baseball fields, two lit tennis courts, water feature
Celebration Park	6.65	Barbecues, lit basketball court, picnic tables, playground, walking path, water feature
Civic Center Park	7.26	Outdoor amphitheater, benches (adjacent to Conference and Recreation Center)
College Park	25.00	Playground, soccer field
Fairway Park	5.50	Barbecues, multi-use athletic field, picnic tables, playground, volleyball court
Gateway Park	7.67	Barbecues, picnic tables, playground
Hidden Springs Park	7.00	Barbecues, multi-purpose trail/trailhead, picnic tables, playground
Hidden Springs Passive Nature Park	17.00	Picnic tables, trailhead, trail
John F. Kennedy Memorial Park	7.69	Barbecues, picnic tables, playground, lit baseball/softball field, four lit tennis courts
Parque Amistad	4.24	Barbecues, lit basketball court, lit multi-use athletic field, picnic tables, playground
Patriot Park	0.50	Picnic tables, playground, walking path
Pedrorena Park	5.50	Barbecues, lit basketball court, multi-use athletic fields, picnic tables, playground, four tennis courts
Ridge Crest Park	5.00	Barbecues, lit multi-use athletic fields, picnic tables, playground
Rock Ridge Park	1.93	Barbecues, picnic tables, playground
Santiago Park	2.84	Fitness area, multi-use field, playground, shade shelters, walking path
Shadow Mountain Park	10.00	Barbecues, picnic tables, two lit softball/baseball fields
Towngate II Park	8.91	Banquet facility, barbecues, picnic tables, playground, walking path
Victoriano Park	5.43	Barbecues, lit multi-use athletic fields, picnic tables
Vista Lomas Park	4.00	Barbecues, lit basketball court, picnic tables, playground
Westbluff Park	5.00	Barbecues, picnic tables, playground, walking path
Weston Park	4.14	Barbecues, lit multi-use athletic fields, picnic tables, playground, lit softball/baseball fields
Woodland Park	9.11	Barbecues, four lit basketball courts, pickleball court, picnic tables, playground, lit softball/baseball fields, four lit tennis courts
Windsong Park	1.8	Barbecues, benches, drinking fountain, fitness equipment, picnic tables, picnic shelters, playground, walking paths
Sunnymead Linear Park	1.50	Walking paths





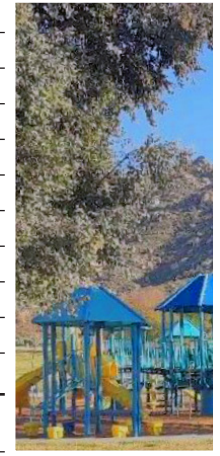


Table PPS-1: Existing and Planned Parks and Recreation Facilities

PARK/FACILITY NAME	ACRES	AMENITIES
Specialty Parks	**61.04**	
Civic Center Demonstration Garden	0.21	Raised planters, instruction area, compost bins, fruit trees, vertical planters
Cottonwood Golf Center	15.83	Banquet facilities, golf course, pro shop
Hound Town Dog Park	1.00	Dog park
Moreno Valley Equestrian Park	44.00	Horse arenas, multi-purpose trails
Trails/Greenways[1]	**90.86**	
Juan Bautista Trail	29.61	
Multi-Use/Equestrian Trails[2]	61.25	Including: Auto Mall Trail, Cactus Corridor Trail, Cold Creek Trail,Cottonwood Trail, Covey Ranch/Day Break Trail, Eucalyptus Ave Trail, Iris Ave Trail, Quincy Channel Trails, Rancho Verde Trail, Redlands Blvd Trail, Sunnymead Ranch Trail
Trail Heads/Staging Area	**7.84**	
Cold Creek Trail Head	0.64	
Cottonwood Staging Area	0.40	
Rancho Verde Equestrian Staging Area	1.30	
Sunnymead Ranch Trail Head	5.50	
Subtotal - Existing	**492.13**	
Current acres of parks/facilities per 1,000 residents (2024)[3]	**2.39**	
Planned Parks, Open Space and Recreational Facilities		
Subtotal	**265.85**	
Marlborough Property	43.16	
Morrison/Cottonwood Property	8.09	
Poorman's Reservoir	120.26	
Rancho Verde Park	3.44	
Redlands Property	6.00	
Town Center Property	4.9	
Aquabella Property	80	
Existing and Planned Parks,Open Space, and Recreational Facilities Combined		
Total - Combined	**757.98**	
Existing and planned acres of parks/facilities per 1,000 residents[4]	**2.54**	
Additional Parks/Facilities Land Needed		
Additional Parks/Facilities	**138.29**	

Notes:

1. Trails/Greenways includes multiple segments per trail
2. The 61.25 acres of Multi-Use/Equestrian Trails includes 15 miles from the Master Plan of Trails network
3. Assumes a 2024 population of 205,620 people (Revised Draft EIR Appendix G : Methodology for Establishing the Environmental Baseline and Horizon Year Forecast))
4. Assumes a 2040 population of 298,440 people (Revised Draft EIR Appendix G: Methodology for Establishing the Environmental Baseline and Horizon year Forecast)

PARKS SERVICE RATIOS

The City has established a park service standard of 3.0 acres of parkland per 1,000 residents to ensure that access to parks is adequate and commensurate with the size of the community. With 757.98 acres of existing and planned parkland, Moreno Valley currently has 2.54 acres per thousand residents, below the established service ratio. However, the City has identified approximately 67.69 acres of land for new parks, including the Marlborough (43.16 acres) and Redlands (6.00 acres) properties, , Morrison property undeveloped area (8.09 acres), and Rancho Verde Park (3.44 acres). Development of these facilities will provide new recreational open space to satisfy future demand, although with a projected population of over 298,440 in 2040, an additional 138.29 acres of parkland will be required to meet the established standard. Map PPS-1 identifies potential locations for these new facilities, adjacent to areas where new housing is envisioned. These are generalized locations only, intended to represent the approximate area where new parkland may be provided in the future. Actual locations will be determined as part of a future update to the Parks, Recreation and Open Space Comprehensive Master Plan. New residential developments will be required to dedicate land for new park facilities or pay a fee that can be used for acquisition of parkland as needed to meet the community-wide standard.

ACCESS TO PARKS

While the amount of parkland is an essential consideration in planning for parks and recreational facilities, the quality and accessibility of these spaces is equally important. A city should have parks with a distribution and form that allows the facilities to serve as a point of focus for residential neighborhoods, e asily accessible for children, families and seniors from their homes whether they choose to walk, ride, roll or take transit. As shown in Map PPS-2, all residential areas of the City are within half of mile of a community park and most residential areas are within a half a mile distance of a neighborhood park; however, given the large block size in the City and intervening development, only about a quarter of all residential neighborhoods are within a 5- to 10-minute walk of a park. The provision of new parks at the generalized locations shown on Map PPS-1 will help ensure easy access for future residents.

Park accessibility is not just a question of physical connections though; design, programming, maintenance and citizen involvement all play a role in encouraging park use. Programming a variety of activities and special events in addition to sports facilities and playgrounds brings people into parks through the day and evening. Locating food concessions and other attractions near park entrances or along a main pedestrian path can make the facilities more inviting, and clear sightlines and lighting can enhance sense of safety. Integrating surround development and transit facilities and prioritizing ongoing maintenance will also help ensure that Moreno Valley's parks and recreational facilities are vibrant neighborhood focal points.

Senate Bill (SB) 1425 (2022) mandates that cities explicitly address equity in their open space planning efforts, with particular attention to disadvantaged communities (DACs)—areas that have historically lacked investment in public amenities, including parks and recreational spaces. In Moreno Valley, several census tracts are designated as disadvantaged communities under CalEnviroScreen, indicating high cumulative environmental and socioeconomic burdens. These areas experience cumulative environmental burdens such as poor air quality, higher urban heat island effects, and limited access to green space. These same communities often face barriers to participation in public planning processes, resulting in open space resources that are mismatched to their needs or entirely absent.

Map PPS-2 illustrates the 0.5-mile walkshed—or approximately a 10-minute walking distance—around existing parks in Moreno Valley. The map reveals that large portions of residential and mixed-use areas fall outside this buffer, indicating notable park access deficiencies. These gaps are most prominent in areas north of SR 60, which include mostly the areas that are not designated as disadvantaged communities. While some disadvantaged areas, such as those south of Ironwood Avenue near Heacock Street and Perris Boulevard, appear underserved, the overall distribution of parks within disadvantaged communities is relatively strong across the City. In contrast, it is the communities outside of DAC designation, particularly in the northern and eastern edges, that exhibit a more limited proximity to parks.

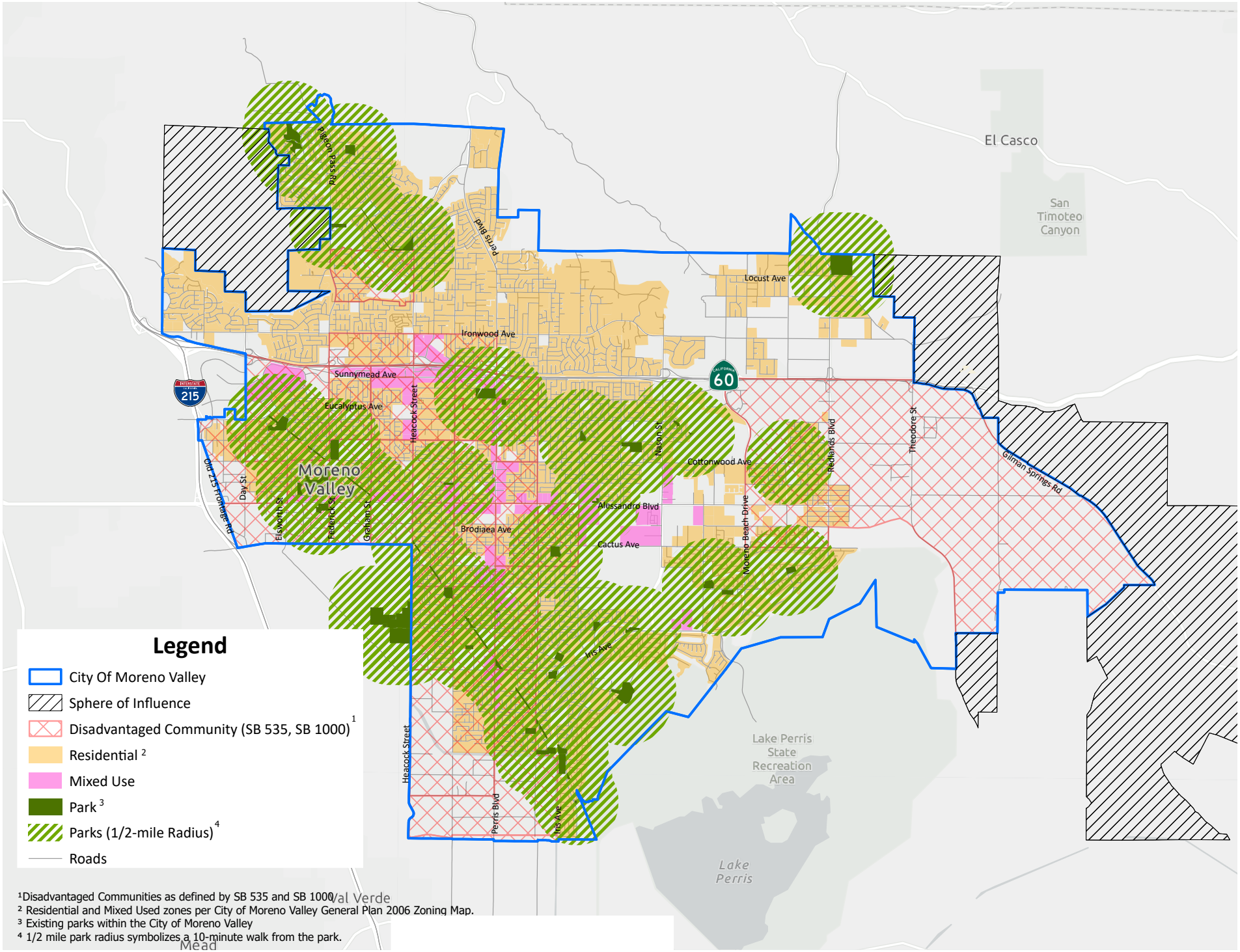
On the other hand, many areas in Moreno Valley fall within the 80–100th percentile for both asthma and cardiovascular disease, regardless of disadvantaged status. This suggests that while parks may be present, a deeper analysis is needed to assess true accessibility—such as the availability of sidewalks, shade, and safe crossings. With an overall Walk Score of 33, Moreno Valley is considered car-dependent, which may further limit the ability of residents—especially in vulnerable communities—to safely and comfortably access parks. Additionally, air pollution and other environmental stressors may be contributing to poor health outcomes despite park availability.

Prioritizing open space as well as safe access to open space in communities provides multiple co-benefits: improving physical and mental health, offering safe outdoor environments for children and seniors, mitigating heat exposure, and strengthening community cohesion. Planning efforts should be data-driven and community-informed, leveraging tools like CalEnviroScreen, walkability analysis, and engagement with residents to identify high-need areas and the specific amenities most desired by those communities. This focus aligns with the broader goals of environmental justice and the City's commitment to resilience and inclusion. It also positions the City to effectively leverage funding—whether from regional or State grant programs.



Access to parks for every resident is an important feature of a healthy city.

Map PPS-2: Park Service Area



[1] Disadvantaged Communities as defined by SB 535 and SB 1000
[2] Residential and Mixed Used zones per City of Moreno Valley General Plan 2006 Zoning Map.
[3] Existing parks within the City of Moreno Valley
[4] 1/2 mile park radius symbolizes a 10-minute walk from the park.

URBAN TREE CANOPY

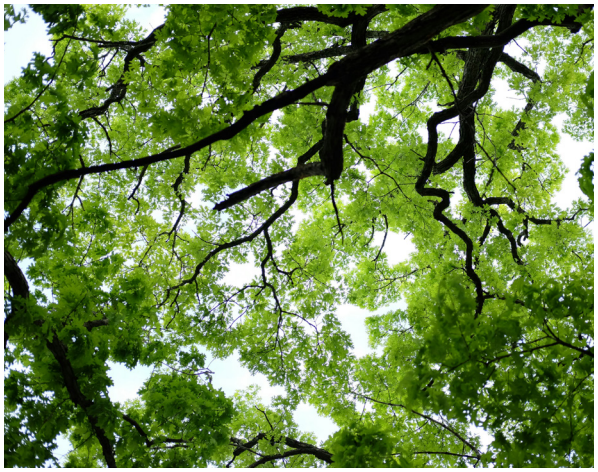
Expanding the urban tree canopy is a critical strategy for reducing the urban heat island effect, which occurs when built surfaces—such as roads, rooftops, and parking lots—absorb and retain heat, causing significantly higher temperatures than surrounding natural areas. In cities like Moreno Valley, this effect heightens health risks during extreme heat events, particularly for vulnerable populations in park-poor or low-income neighborhoods.

To better understand and address this issue, the U.S. Department of Agriculture Forest Service, in collaboration with CAL FIRE and the National Oceanic and Atmospheric Administration, developed a Statewide urban tree canopy database for California. Based on this data, Moreno Valley ranks in the 76th to 100th percentile on the Urban Heat Island Index, indicating a high vulnerability to heat-related impacts. As shown on Map PPS-3, the several of City's census tracts fall below the 14th percent coverage for tree canopy coverage, regardless of disadvantaged community status.

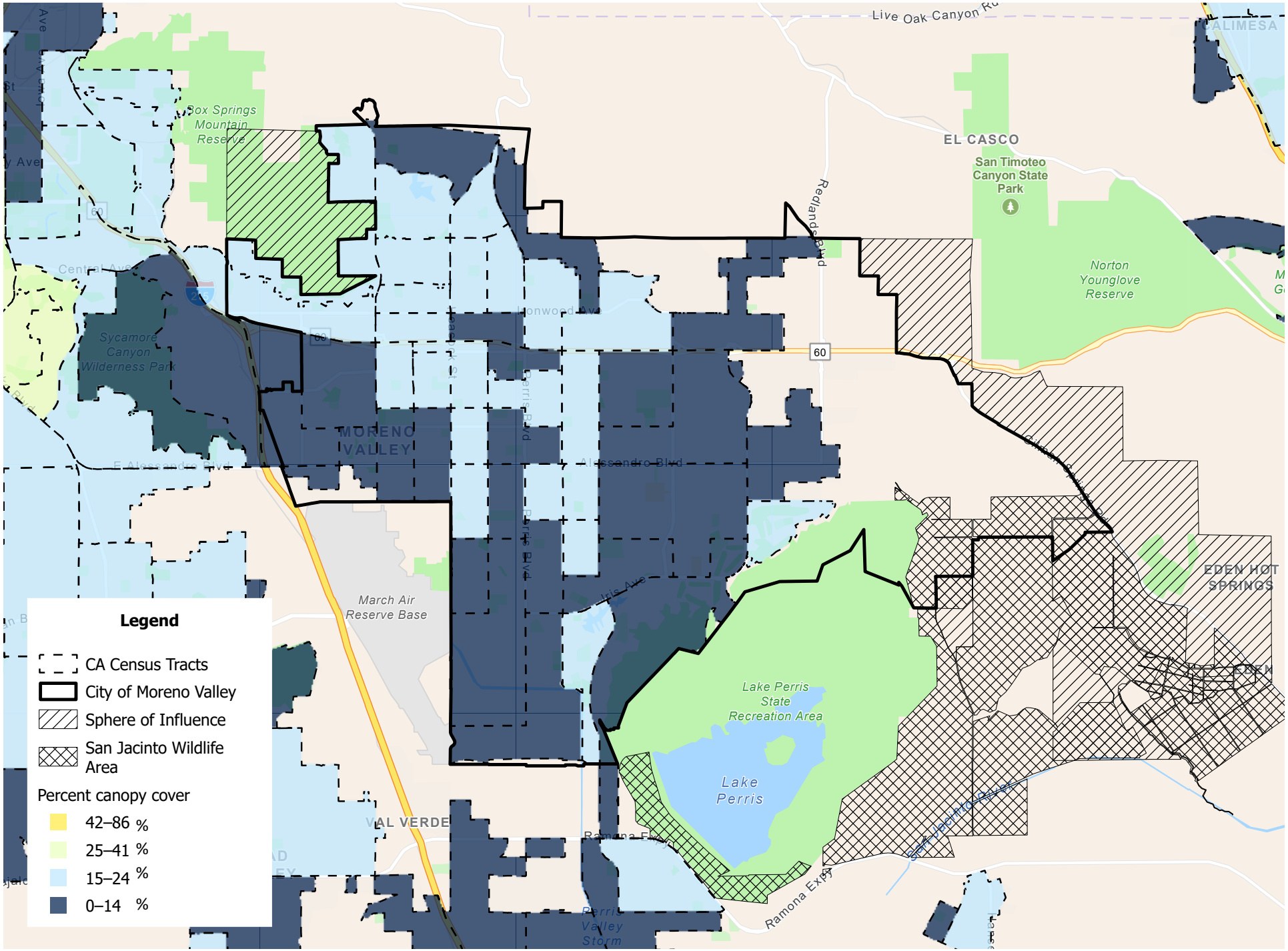
Urban tree canopy potential is shaped by several factors, including development density, land use, and climate. While forested cities may strive for 40–60% canopy cover, American Forests—a leading national conservation organization—suggests that more arid communities like Moreno Valley may realistically target 15–20%. Currently, California's average urban canopy is 19%, and Assembly Bill (AB) 2251 (2022) sets a goal of increasing this by 10% Statewide by 2035, with priority given to disadvantaged and low-canopy areas.

Enhancing Moreno Valley's tree canopy will not only reduce localized heat but also improve air quality, lower energy demand, enhance walkability, and provide additional climate resilience co-benefits like stormwater retention and urban wildlife habitat. According to the U.S. Environmental Protection Agency, tree-shaded surfaces can be 20–45°F cooler than unshaded ones, and evapotranspiration can lower peak summer temperatures by 2–9°F, making trees an essential component of climate adaptation planning.

Balancing the expansion of urban tree canopy with wildfire risk and water conservation is essential for climate-resilient planning in cities like Moreno Valley. Strategic tree planting should prioritize fire-resistant, drought-tolerant native species and avoid high-density vegetation near structures or in wildland-urban interface zones. Using defensible space guidelines, such as maintaining clear zones around buildings and selecting low-flammability species, can help reduce fire hazards while enhancing shade and cooling. At the same time, incorporating smart irrigation systems, mulching, and soil moisture retention practices can support healthy tree growth without greatly impacting water demand. By aligning canopy goals with fire safety standards and sustainable water use, the City can achieve climate and health co-benefits while reducing wildfire vulnerability.



Map PPS-3: Urban Tree Canopy Coverage



PARKS ADMINISTRATION

The General Plan provides an overarching framework for the provision of parks and recreational facilities in the community. The Parks, Recreation and Open Space Comprehensive Master Plan acts as Moreno Valley's primary implementing tool for parks planning, bridging the City's General Plan and Capital Improvement Plan. The Master Plan provides a detailed inventory of Moreno Valley's existing parks and recreational facilities and future needs, as well as guidelines for the development of future facilities and potential funding sources. Moreno Valley's parkland dedication ordinance operates under the umbrella of the State of California's 1975 Quimby Act, which allows cities to require that new development dedicate land or pay fees to help ensure sufficient parkland to meet the established standard of three acres per thousand residents. Additionally, the City can explore other strategies to encourage the provision of parks and recreational facilities, such as public-private partnerships or impact bonds, which shift financial burden and risk from local government to a new investor, who provides up-front capital for a project. In these arrangements, performance metrics or outcomes are agreed up front, and when they are achieved the investor received repayment with interest.



Gateway Park north of SR-60

Parks maintenance and operations are funded through a Community Services District (CSD) established prior to incorporation of the City, which generates funds through an annual assessment on each residential parcel within the CSD. Up until 1998 the fees collected mostly covered the City's cost to provide park and recreation maintenance and operations with very little subsidy from the City's General Fund. However, over the last decade the City has taken on more parkland maintenance, built new park and recreation facilities and responded to community recreation needs with minimal increases in fees and charges to offset increased costs. Volunteer initiatives and sponsorship opportunities, such as those available through the "Beautify MoVal" program can help to offset operations and maintenance costs.

MULTI-USE TRAIL SYSTEM

Moreno Valley's Multiple-Use Trail System is one of the City's greatest assets. There are currently approximately 15 miles of trails constructed or improved in the city, primarily located in the northwest near Sunnymead Ranch and in the hills in the southern portion of the city bordering the Lake Perris State Recreation Area as shown on Map PPS-1. The multi-use trails accommodate pedestrians, bicyclists, and equestrians. The system provides connections to both regional and State trail systems, as well as six equestrian staging areas.

Expansion of the system is guided by the Master Plan of Trails, which envisions a 56-mile network of City trails in the future connecting Box Springs Mountain Regional Park with the Lake Perris State Recreation area through the northern and eastern portions of the city. As a condition of project approval for new development on parcels where the Master Plan shows a trail, the City requires trail construction consistent with adopted engineering standards. The network will be completed as development occurs and funding becomes available. The City has also established Beautify MoVal, a program, which allows any private organization, business, non-profit, civic group, or individual resident to take an active role in adopting and maintaining the trail system in Moreno Valley.



Residents hike on a scenic multi-use trail. The City sponsors free "Hike to the Top" hikes to promote awareness and appreciation of Moreno Valley's hiking trails.
Photo credit: The Press-Enterprise



Scouts adopt a trail by picking up litter.
Photo credit: The Press-Enterprise

Goal PPS-1: Provide and maintain a comprehensive system of equitable and quality parks, multi-use trails, tree canopy cover, and recreational facilities to meet the needs of Moreno Valley's current and future population.

POLICIES

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 while providing safe, walkable access to parks within a 0.5-mile walkshed.

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.

PPS.1-3: Locate new parks in the generalized locations shown on Map PPS-1 , prioritizing underserved neighborhoods so that all residents have easy access to a park from their home. New parks should be located outside of the 65dB CNEL noise contour (see Map N-3) and be accessible by transit.

PPS.1-4: Prioritize funding, land acquisition, and development of new parks and green spaces in identified disadvantaged communities.

PPS.1-5: Design and construct parks, public spaces and recreational facilities for flexible use, energy efficiency, adaptability over time, and ease of maintenance while incorporating amenities and programs that reflect the cultural, recreational, and health needs of the community especially for disadvantaged communities.

PPS.1-6: Use site design, landscaping, lighting, and traffic calming measures to create safe parks and open spaces integrated with adjacent developments.

PPS.1-7: Prioritize the maintenance and, where feasible, improvement of parks and recreational facilities to ensure safe, attractive facilities that are responsive to community needs.

PPS.1-8: Provide on-going opportunities for public involvement and input into the park planning process, including priorities for amenities, facilities, programming, and improvements.

PPS.1-9: Continue to encourage existing volunteer, service club and community group efforts to maintain and improve parks, such as "Beautify MoVal."

PPS.1-10: Design and construct the multi-use trail network to connect parks, plazas, and open spaces within the community and promote access to these spaces.

PPS.1-11: Prioritize tree planting and canopy expansion in neighborhoods most vulnerable to extreme heat, particularly those identified as disadvantaged or low-canopy areas.

PPS.1-12: Align tree canopy expansion efforts with the goals of AB 2251, aiming to increase urban canopy cover by 10% by 2035, while considering local climate and development constraints.

ACTIONS

PPS.1-A: Promote the development of centrally located parks and recreational amenities pursuant to the Aquabella Specific Plan, in the Downtown Center area.

PPS.1-B: Update the Parks, Recreation and Open Space Comprehensive Master Plan to reflect projected community needs with an emphasis on the needs of disadvantaged communities and continue to use the Master Plan as the primary tool for planning specific capital improvements and parks and recreation programming in Moreno Valley. The update should incorporate priorities, phasing and funding mechanisms and should also address completion of the multi-use trail system.

PPS.1-C: Explore the potential for linear parks along public and private utilities easements, including the California Aqueduct.

PPS.1-D: Evaluate changes to parkland dedication requirements that will ensure the adequate provision of parkland. These changes may include updating the municipal code to extend parkland dedication requirements to residential projects of fewer than 50 units and requiring that large residential projects provide public open space, parkland and amenities on-site.

PPS.1-E: Work with Moreno Valley Unified School District and Val Verde Unified School District to expand shared use of parks and recreational facilities.

PPS.1-F: Identify City-owned vacant lots and utility corridors as opportunities for pocket parks or joint-use facilities.

PPS.1-G: Partner with transit agencies to improve bus stops and pedestrian connections that link disadvantaged neighborhoods to nearby parks.

PPS.1-H: Review pedestrian and bicycle access to existing parks—prioritizing those located in disadvantaged communities—and develop an access improvement plan to be incorporated into the City's annual capital budget planning process.

PPS.1-I: Create a bilingual outreach and signage strategy to promote park access, programming, and safe routes to parks.

PPS.1-J: Periodically assess in-lieu parkland dedication fees, park improvement impact fees, and other fees and charges to ensure they are adequately providing for community need and are competitive within the region.

PPS.1-K: Leverage City funds to access grants for the construction and maintenance of parks and recreational facilities from federal or state government, philanthropic organizations, or private partners to prioritize park development in disadvantaged communities.

PPS.1-L: Track and report progress annually on new park development and access improvements in disadvantaged communities.

PPS.1-M: Investigate the feasibility of new park financing strategies such as impact bonds or public-private partnerships that make strategic use of public investment for community benefit.

PPS.1-N: Develop a Tree Canopy Expansion Plan that sets localized canopy targets based on land use, equity, and climate factors, using tools such as the Urban Heat Island Index, CalEnviroScreen, and current tree canopy data to identify and map priority areas for improvement while considering wildfire risk and water conservation

PPS.1-O: Apply for State and federal funding, including CAL FIRE's Urban and Community Forestry grants and Urban Greening Program funds, to support planting and maintenance.

PPS.1-P: Require all new development and major retrofits to incorporate shade trees in parking areas, streets, and pedestrian routes, using minimum shade coverage standards.



Cold Creek hiking trail



Woodland Park

Integrated Public Facilities and Inclusive Community Services

Community facilities such as schools; libraries; and arts, cultural, and civic facilities and programs are foundational elements of thriving neighborhoods. In order to have meaningful, lasting positive impacts for users/participants and others by association, public facilities and community services should be well integrated and inclusive of the communities they serve. Public facilities, including schools, libraries, and civic facilities (including safety facilities, subsequently discussed) are shown in Map PPS-4.

SCHOOLS

Good schools are the building blocks of a vibrant, healthy community. With good schools, a community becomes a great place to raise a family, and a good education system not only attracts new residents but also encourages young people to stay in the community as they start their own families. Good schools can drive economic development, as businesses are attracted to communities with good schools where their employees will want to raise families.



Moreno Valley College graduates in 2018.

A school can also be the center of community life, not just for families with children, but for everyone. State regulations governing the siting of new schools encourage locations within walking distance of homes and adjacent to parks, playgrounds, and sports facilities. This easy accessibility makes school sites excellent for co-locating a variety of other facilities as well, including post offices, and healthcare and social services. Some design concepts locate classrooms near or even inside senior centers and nursing homes so that children and seniors share time, spaces, and activities. Beyond mere cost savings, this concept has produced remarkable results, including lower medication levels for seniors and improved reading skills for children.

Colleges and universities, and libraries can also play an important role in the life of the community. Aside from the direct contributions they make to the local economy as large employers, post-secondary educational institutions can provide critical workforce development and training through partnerships with local businesses and community groups. In addition, schools and libraries offer numerous educational programming for pre-school-aged children to adults, including English as a Second Language (ESL) and other literacy programs.

CLiC, Community Learning & Internet Connectivity

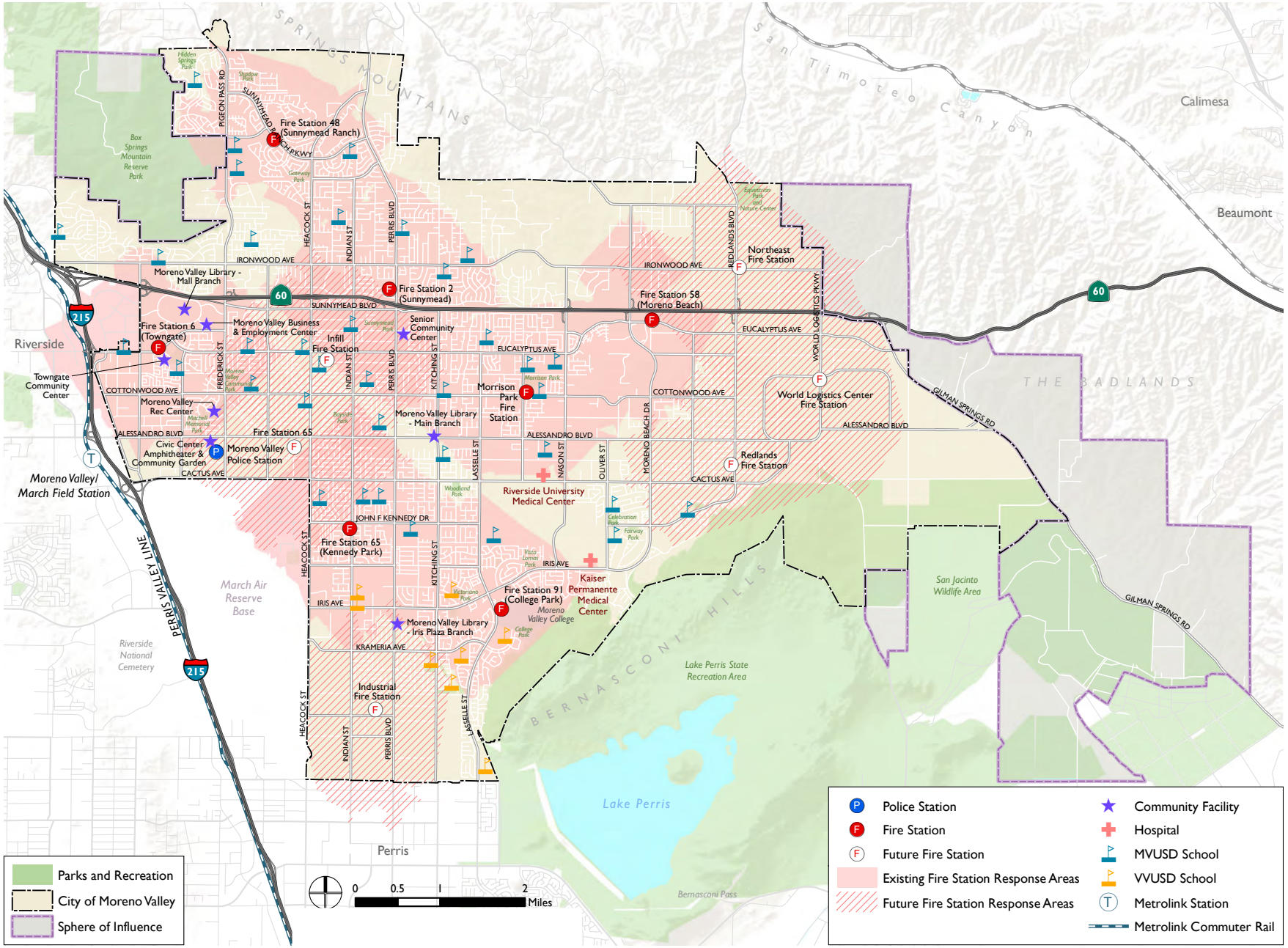
In October 2020, the City launched CLiC, which stands for Computer Learning and Internet Connectivity, to provide free internet access using the City's WiFi hotspots, called WiFi Gardens, at various City facilities; public-use computers and mobile hotspots available at the City's three library branches; and a free, comprehensive virtual community portal filled with information to help build users' computer knowledge and skills, and links to low- or no-cost computers and internet service. The California Society of Municipal Finance Officers has awarded the City with the 2021 Innovation Award for CLiC's efforts to close the digital divide.



Moreno Valley High School.

Publicly funded primary and secondary education in Moreno Valley is provided by the Moreno Valley Unified School District (MVUSD) and the Val Verde Unified School District (VVUSD). Additionally, there are a number of private, predominantly parochial schools that offer primary and secondary education in the community. Post-secondary education in Moreno Valley is offered at Moreno Valley College (MVC), well-known for programs in business and information technology systems; health, human, and public services; and public safety education and training. Additionally, MVC has the iMAKE Innovation Center, a facility that provides students and the broader community with access to innovation equipment and material to develop entrepreneurial skills. Another higher education opportunity in the City is California Baptist University's Division of Online and Professional Studies at the Moreno Valley Business & Employment Resource Center (BERC). With a trend towards online learning and the City's continued commitment and prioritization of education and workforce preparedness opportunities for local residents, it is foreseeable that online educational opportunities will expand in scope and popularity in the coming years. The City can continue to position itself as a leader in online learning, growing efforts and partnerships already begun at the BERC and with the CLiC Initiative (Community Learning & Internet Connectivity).

Map PPS-4: Public Facilities



LIBRARIES

Libraries play an important lifelong learning role in communities and the City has made important investments in them recently, most notably with the 2020 opening of the Iris Plaza Branch of the Moreno Valley Public Library system. The three public libraries (Main Branch, Mall Branch, and Iris Plaza Branch) offer a wide array of books and technological resources that are suited to serve patrons of all ages, supporting a culture of learning and civic involvement. Moreno Valley Public Library offers a host of programs for local residents, including children's story time, book club in a bag, STEM activities, reading programs, and literacy programs. Additionally, the Library partners with local organizations to host activities such as monthly performing arts programs and displays local art, all events and activities of which are free. The City's libraries will continue to be hubs of learning, workforce preparedness, and gathering for the community. As Moreno Valley grows in population, additional facilities and programs, especially those with a technological focus, will be needed.



The Moreno Valley Public Library holds a variety of programs for all age groups, many of which are geared towards literacy, social connection, and digital skill-building.

RECREATION AND CULTURE

Moreno Valley residents have access to an array of recreational and cultural activities which are hosted across City-owned, joint-use, and partner facilities. New City-owned facilities such as the Civic Center Amphitheater increase the number of venues for arts and culture in the City, allowing for a variety of live music performances, movies in the park, and other City-sponsored events. Adjacent to the Amphitheater is the Moreno Valley Conference and Recreation Center with amenities including gardens, indoor basketball and volleyball courts, meeting rooms, ballroom, and more. Four other community centers also used by Moreno Valley residents include the Senior Community Center, TownGate Community Center, Cottonwood Golf Center, and March Field Park Community Center, each with its own set of amenities and programs available to the public.

Moreno Valley is conveniently located just about an hour from everything: mountains, desert, and beaches. For those who want to stay closer, there are many interesting things to do in Moreno Valley year-round. There is a weekly farmers market at the Civic Center. The Cottonwood Golf Center offers a 9-hole public golf course. Additionally, the City sponsors many popular annual events: spring events include Springtastic Egg Hunt; summer events include Memorial Day and Fourth of July celebrations and MoVal Movies and MoVal Rocks concert series; fall events include El Grito, Veterans' Day, and Day of the Dead; and winter events include Snow Day and the Holiday Tree Lighting. The General Plan's policies and actions are intended to enhance cultural and recreational opportunities in Moreno Valley, recognizing that these opportunities help to build strong community bonds.

Goal PPS-2: Locate, design, and program public facilities as contributors to neighborhood quality of life.

POLICIES

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.

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.

PPS.2-3: Whenever feasible, co-locate City facilities with other public facilities (schools, post offices, hospitals/clinics) so that multiple services may be delivered from a single location.

PPS.2-4: Collaborate with schools to facilitate the shared use of sports and recreational facilities through continued/expanded Joint Use Agreements or other vehicles.

PPS.2-5: Partner with public and private entities to provide community services that support families and meet the diverse needs of community members of all ages, backgrounds, and interests.

ACTIONS

PPS.2-A: Continue to promote community health and active living through City-sponsored initiatives, events, and activities (Healthy MoVal, Community Demonstration Garden).

PPS.2-B: Pursue funding from public, private, or philanthropic sources to expand community facilities and programs to better serve the needs of Moreno Valley residents.

PPS.2-C: Develop partnerships with businesses, community organizations, and non-profits to supplement and sponsor City programs and events.

PPS.2-D: Raise awareness of facilities and programs currently offered by the City and work with residents and stakeholders to identify additional facilities and programs that respond to evolving needs.

Public Safety

Public safety and emergency response are top priorities in Moreno Valley. The City provides law enforcement, fire protection, and emergency medical services to all areas of Moreno Valley. The location of public safety facilities is shown on Map PPS-4.

LAW ENFORCEMENT AND CRIME PREVENTION

The Moreno Valley Police Department (MVPD) provides law enforcement services that enhance, protect, and promote the quality of life for local residents, businesses and visitors. Since incorporation, the City has maintained an annual contract with the Riverside County Sheriff's Department for police protection and crime prevention services. The Sheriff's Department operates under the name of Moreno Valley Police Department and all patrol vehicles display the City's seal or logo and name. The Police Department provides a full range of protection and prevention services, including general law enforcement, traffic enforcement, investigations, and routine support services such as communications, evidence collection, analysis and preservation, training, administration, and records keeping. The Police Department also provides law enforcement services at the Riverside County Regional Medical Center and schools within Moreno Valley.

The MVPD is committed to community policing and offers a variety of volunteer programs that contribute to enhanced community safety, civic engagement, and local pride. Community policing encourages interactive, collaborative partnerships between law enforcement agencies, their officers, and the community members they serve. By developing connections within the community, police are better informed and empowered to address public safety issues, including gang activity prevention, intervention, and suppression. MVPD community-oriented volunteer programs include:

- Citizen's Patrol Unit. Trained neighborhood patrol units consisting of citizen volunteers patrol shopping centers, neighborhoods, or targeted areas to deter crime.
- Station Volunteers. These volunteers assist with various activities at the station, including filing, tracking of offenders, and putting together special events. They also assist with Neighborhood Watch presentations, work with special-interest and business groups, assist with data entry and fingerprinting.
- Reserve Officer's Program. For residents who have an interest in police work, this program offers three levels of Reserve Officers for various assignments.
- Police Explorer Program. Targeted to youth between the ages of 14½ and 21, the Explorer Program teaches responsibility, leadership skills, and discipline. The Explorers are active in various community functions and assist different units of the MVPD.



Moreno Valley police official and a young citizen
Photo credit: Riverside Sheriff

The MVPD operates out of the Moreno Valley Station located in the Civic Center Complex at Alessandro Boulevard and Frederick Street, with satellite substations in several other parts of the City. The Department has adopted a zone policing strategy whereby officers are assigned to one of four areas of the City in order to improve response times to calls for service, help officers become more familiar with the community, and build relationships with local residents and business owners. Additionally, to fight crime and improve public safety, the MVPD is increasingly making use of technology. The MVPD employs a Citywide camera surveillance system, one of the most advanced in the region, to remotely monitor parks and other key locations, permitting the Department to enhance public safety without adding police officers. The MVPD also makes use of a computer-aided dispatch and records management system that allows rapid access to crime data, as well digital cameras and automated license plate readers in patrol cars.

Looking to the future, the City is planning an expansion of the Civic Center Complex that would include a remodeled Public Safety Building capable of accommodating an additional 420 personnel as well as a satellite police substation in the southeastern part of the City to service anticipated demand from new development. Continued investment in technology and resources will allow the Department to expand the camera system, implement advanced license reading applications, and offer video crime reporting services that allows residents to contact the Department and interact with officers in real-time. As Moreno Valley grows in the coming years, the challenge will be to remain alert and responsive to changes that influence crime prevention efforts.

Design of the built environment can also help prevent crime, reduce the fear of crime, and improve the



quality of life in urban areas. Research has shown that the most effective deterrent to criminal activity is the risk of being caught, and design of public spaces that places more eyes on the street and limits access points can create safer environments. Strategies for Crime Prevention Through Environmental Design (CPTED) include locating windows to overlook sidewalks and parking lots, increasing pedestrian and bicycle traffic, and selectively installing fencing, landscaping, or lighting to control access. Well-maintained buildings and grounds also signal alert, active owners and can deter criminal activity.

FIRE PROTECTION

Wildfire poses a real and present danger along the northern perimeter of the City and in the Bernasconi Hills in the south; however, outside of the urban-wildfire interface areas, the threat of an urban conflagration in Moreno Valley is relatively low and is comparable to that of other Inland Empire communities. Structural fires occur most frequently in residential development, and with a focus on promoting infill development will come additional challenges for fire protection in the community. Fire risk exists in commercial and industrial development as well, not insignificant in Moreno Valley given the billions of dollars of inventory stored in the City. Modern fire protection equipment and systems provides valuable protection, and the Moreno Valley Municipal Code requires that all new buildings over 3,600 square feet in size and all residential homes must be equipped with an automatic sprinkler system. Applicable international Building and Fire codes must be continually enforced through a proactive inspection program to effectively mitigate risk.

Wildfire risk and mitigation is addressed comprehensively in the Safety Element of this Plan.

Fire and emergency medical services are provided by the Moreno Valley Fire Department (MVFD), under contracts with Riverside County and the California Department of Forestry and Fire Protection (CAL FIRE) for provision of services as part of an integrated regional fire protection system. The MVFD is the primary response agency for fires, emergency medical service, hazardous materials incidents, traffic accidents, terrorist acts, catastrophic weather events, and technical rescues for the City. The Department also provides a full range of fire prevention services including public education, code enforcement, plan check and inspection services for new and existing construction, and fire investigation. Through a series of mutual and automatic aid agreements, the MVFD provides fire apparatus to other jurisdictions in the region to assist in handling emergency calls for service, just as those jurisdictions provide resources to Moreno Valley.

The MVFD operates out of seven fire stations, distributed throughout the City as shown on Map PPS-4. The Department has not adopted service ratios for personnel or equipment but strives to achieve National Fire Protection Association (NFPA) standards for the organization and deployment of fire suppression operations (NFPA 1710) and adjusts staffing and equipment levels as needed, based on an ongoing assessment of activity in the City and calls for service. Existing facilities are located strategically where geographically possible to allow for a four-minute travel time, in accordance with NFPA 1710 standards. Map PPS-4 also shows land acquired by the City for future fire stations. Locations may be coordinated with the provision of a new police satellite facility in the future Downtown Center. Once constructed and staffed with adequate resources and personnel, these stations will ensure The MVFD maintains adequate coverages to serve future need.

The MVFD responds to approximately 19,000 calls for service each year, the vast majority of which are calls for emergency medical service. The MVFD has prepared a Strategic Plan that outlines goals for fire prevention, operations, and management and a series of strategies for accomplishing them. The Strategic Plan guides the Department's activities and seeks to ensure the community continues to receive outstanding fire protection services.



Moreno Valley Volunteer Reserve Firefighters (above) assist MVFD in firefighting activities and the provision of Emergency Medical Services (EMS).

Community education and outreach are important aspects of the MVFD's mission. The MVFD runs a Reserve Firefighters program designed to give on-the-job experience to individuals seeking to become career firefighters while augmenting engine company personnel. The Department also has a Fire Explorer youth program, and the Office of Emergency Management provides training for City employees and residents, such as Community Emergency Response Team training, terrorism awareness training, and emergency preparedness training. These volunteer programs help connect the Fire Department to the community and play an important role for citywide prevention, mitigation, preparedness, response, and recovery for natural or human-made disasters.

Goal PPS-3: Provide for responsive police and fire services that ensure a safe and secure environment for people and property.

POLICIES

PPS.3-1: Provide responsive, efficient, and effective police services that promote a high level of public safety.

PPS.3-2: Provide fire prevention and emergency response services that minimize fire risks and protect life and property, including fire prevention, fire-related law enforcement, and public education and information programs.

PPS.3-3: Locate and maintain police and fire equipment, facilities, and staffing at locations and levels that allow for effective service delivery.

PPS.3-4: Maintain mutual aid agreements and communication links with the County of Riverside and other surrounding jurisdictions that allow for supplemental aid from other police and fire personnel in the event of emergencies.

PPS.3-5: Monitor the pace and location of development in Moreno Valley and coordinate the timing of fire station construction or expansion to the rise of service demand in surrounding areas.

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.

PPS.3-7: 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.

PPS.3-8: Apply Crime Prevention through Environmental Design principles in the design of new development and encourage the provision of adequate public lighting; windows overlooking streets or parking lots; and paths to increase pedestrian activity within private development projects and public facilities in order to enhance public safety and reduce calls for service.

PPS.3-9: Employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups.

PPS.3-10: Continue to provide community programs, volunteer opportunities, and fire safety education to residents of appropriate age.

ACTIONS

PPS.3-A: Explore new Moreno Valley Police Department volunteer programs and initiatives that continue to strengthen community policing.

PPS.3-B: Explore new technology to maintain and enhance public safety.

PPS.3-C: Periodically review and update the Fire Department Strategic Plan as conditions warrant.

Utilities

WATER SUPPLY

Throughout Southern California, a fundamental long-term constraint on development is availability and quality of water. Water service in Moreno Valley is provided by two agencies: The Eastern Municipal Water District (EMWD) supplies most of the City, except for a 430-acre area on the west side which is served by the Box Springs Mutual Water Company (BSMWC).

The EMWD supplies the majority of the water in Moreno Valley, serving a geographic area that extends from Moreno Valley to Temecula and from Mead Valley to San Jacinto and Valle Vista. Within the planning area, the EMWD provides water to homes and businesses in an area that extends north of the City limits and includes most of the sphere of influence. Water supplied by the EMWD is imported by the Metropolitan Water District of Southern California (MWD) and comes principally from two sources -- Colorado River water sourced via the Colorado River Aqueduct, and water sourced from Northern California via the State Water Project. Prior to distribution as potable water, imported water received from the MWD is treated at two treatment plants: Henry J. Mills (Mills) in Riverside and Robert A. Skinner (Skinner) in Winchester. The EMWD is also increasing the use of recycled water for landscaping and other non-potable uses through expansion and maximization of the four regional water reclamation facilities.

The BSMWC provides water service to a 430-acre area in the western part of the City that includes the Edgemont neighborhood. A private shareholder company owned by 2,300 property owners, the BSMWC has provided potable water since 1920, sourced primarily from a groundwater wells located in the area. The well water is high in nitrates and to meet safe drinking water standards, the BSMWC must blend its supply with imported water from the MWD. Portions of the Box Springs Mutual Water Company system are undersized and deteriorated, which limits its ability to deliver adequate water flow for existing and new development. Improving the water system could cost between $16.5 million and $22 million, depending on whether it continued to depend on the well and blend it with imported water or switched entirely to



imported water. Water system improvements are being made incrementally, but funding remains a significant challenge given that as a private company, the BSMWC is not eligible to receive most State grants.

The MWD and the EMWD have prepared Urban Water Management Plans to demonstrate sufficient supply to meet projected demand in their service areas through the year 2040 under normal, dry, and multiple dry year scenarios.

SEWER SERVICE

Sewer service in Moreno Valley is provided by two agencies: the EMWD and the Edgemont Community Services District (ECSD). The EMWD services most of the City, while the ECSD services a 1,500-acre area on the west side of the City that includes the BSMWC water service area.

The EMWD wastewater collection system includes 1,534 miles of gravity sewer, 53 lift stations, and four operational regional water reclamation facilities (RWRFs). The four RWRFs treat wastewater and produce tertiary effluent where the treated water is delivered to recycled water customers or discharged to either Temescal Creek or in percolation and

evaporation storage ponds throughout the EMWD's service area. In 2024, each day, EMWD safely turns 50 million gallons of wastewater into high-quality recycled water at its four regional reclamation facilities.

The ECSD is a 2.35 square mile community services district located within the eastern portion of the City of Riverside and the western portion of the City of Moreno Valley. Its wastewater collection system is made up of approximately 17 miles of sewer pipelines, including three trunk sewer systems along Alessandro Boulevard, the I-215 and on Cottonwood Avenue. The ECSD does not currently own a wastewater treatment plant. The sewage generated within the ECSD's service area is currently conveyed to the City of Riverside Water Quality Control Plant by an existing connection and two metering facilities located at the Canyon Springs Shopping Center. These two metering facilities provide measurement of wastewater generated within the service area for billing purposes.

The EMWD has prepared a Wastewater Collection System Master Plan that identifies collection and conveyance improvements; however, this Plan envisions new development focused in centers and corridors, including the Downtown Center, Moreno Valley Mall area, and the Alessandro, Perris and Sunnymead Boulevard corridors. To accommodate this new growth pattern, it is anticipated that sewer line improvements will be required in these areas, including a new 8-inch 12-inch sewer lines to collect wastewater and a new 21-inch trunk sewer to convey the flows to the wastewater treatment plant. Other wastewater collection system improvements needed to support planned business and industrial development in the eastern part of the City have been defined and planned for as part of a separate Specific Plan process. The cost of the new sewer collection and conveyance system improvements will be paid by development as projects are proposed. It is not anticipated that redevelopment within the ECSD service area will require substantial upgrades.

STORM DRAIN INFRASTRUCTURE

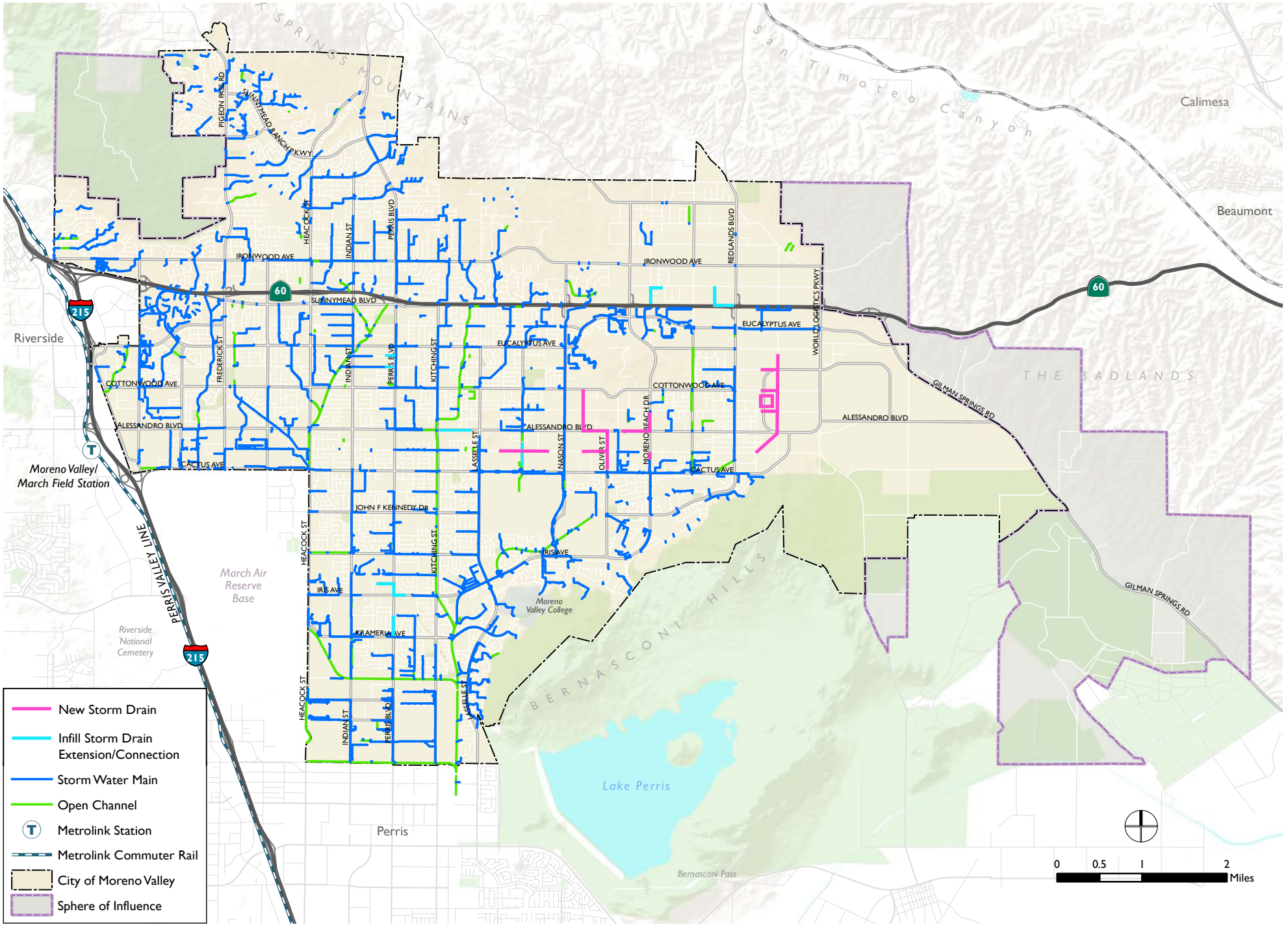
The Riverside County Flood Control District and Water Conservation District (RCFC&WCD) and the City of Moreno Valley jointly maintain the storm drain system. A portion in the east side of the City is within the Federal Emergency Management Agency (FEMA) flood zone. As a result, the City has adopted the Moreno Master Drainage Program (MDP), a plan administered by RCFC&WCD that provides the long-range plan to install storm drain conveyance systems on the east side of the City. In addition, the City has adopted the Sunnymead, Perris Valley, and West End Moreno MDPs, also administered by RCFC&WCD, that provide the long-range plans to install storm drain conveyance systems on the west side of the City. The City and RCFC&WCD have invested significantly in storm drain infrastructure. Several major storm drain, open channel, and retention basins identified in the Sunnymead, West End Moreno, and Moreno MDPs have already been built. Remaining improvements consist of:

- Underground storm drains, including both reinforced concrete pipes (RCP) and reinforced concrete boxes (RCB), placed within existing or future right-of way;
- Open channel facilities, including concrete lined channels and earthen bottom channels with rock lined slopes. They serve as flow conveyors and outlets for the underground facilities, and are typically placed along existing drainage ditches, washes and where proposed construction of the channel has minimal impact on surrounding properties;
- Detention basins sized for a 100-year storm event that serve to reduce peak flow rates and to match the capacity of existing downstream facilities. Reducing peak flows results in smaller capacity drainage facilities required to convey flows downstream; thus, saving costs and liming the scope of downstream impacts. Detention basins will be equipped with an emergency spillway for flows exceeding the design capacity of the basin.

Existing regulations at the State and regional level have been established to regulate discharge prohibitions, effluent limitations and discharge specifications, receiving water limitations, and other provisions (i.e. monitoring and reporting, watershed management programs, control measures, and total maximum daily loads). Further, the City and RCFC&WCD have established additional local regulations for storm water runoff. Any new development or significant redevelopment are required to follow the established Low Impact Development (LID) principles and guidelines in the design of their site. New developments must not increase stormwater runoff downstream, both in rate and volume; rather they must capture it on-site for attenuation and/or recharge to control the stormwater runoff downstream. Ultimately, development is responsible for preparing a project specific drainage plan that analyzes and identifies impacts of the proposed project and any deficiencies within the existing downstream system to complement the planned improvements within the respective MDP areas.



Map 5: Existing and Proposed Storm Drain Facilities



NATURAL GAS

The Southern California Gas Company (SoCalGas), the nation's largest natural gas distribution utility, provides Moreno Valley with natural gas service. SoCalGas' overall service territory encompasses approximately 20,000 square miles and more than 500 communities.

ELECTRICITY

Southern California Edison (SCE) and the Moreno Valley Electric Utility (MVU) provide electricity to the City. SCE, a subsidiary of Edison International, serves approximately 180 cities in 11 counties across Central and Southern California. Today SCE has over 6,500 residential and business clients in a service area that covers the eastern and southern portions of the City. MVU was established in 2001 as a public power utility, first serving customers in the Promontory Park subdivision at Cactus Avenue and Moreno Beach Drive. The MVU now serves over 6,500 customers within its service area. MVU provides customer service, meter reading, billing, emergency response and other services to new commercial and residential developments located within its service area. The MVU also provides energy for public vehicle charging stations in Moreno Valley, including public charging stations located at City Hall and the Walmart Supercenter.

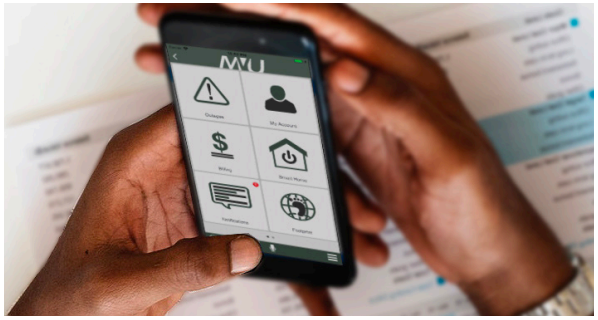
In 2014, the Moreno Valley City Council formed a Utilities Commission to provide additional review for all matters pertaining to the MVU. Commissioners are citizen volunteers, appointed by the City Council for three-year terms. Benefits of the publicly-owned utility are highlighted below.

- The MVU is a Public Power Utility – Owned and operated by the community, the MVU is locally controlled and managed on a not-for-profit basis. Public power utilities are public service entities and do not serve shareholders. This gives the MVU the ability to tailor operations and services to the needs of the local community. Success is measured by how much money stays within the community, not by how much in dividends stockholders receive
- Incentives for Economic Development – The MVU offers special incentives for businesses to locate within the Moreno Valley Electric Utility service area. More businesses means more jobs and a greater tax base for the City and its residents.
- Direct Control –Every Moreno Valley citizen is an owner with direct say on the MVU's operations, whether they are serviced by the MVU or not. The City Council is the governing body for the MVU, giving citizens the right to participate in the meetings and offer comments.
- Special Services – The City has the authority to structure the MVU to provide special services to its customers. This includes the ability to provide programs such as the Energy Assistance Program designed to help income-qualified residential customers, and a full portfolio of conservation incentives for residential and commercial customers.

COMMUNICATIONS

Utilities telecommunications, including broadband internet service, are considered common elements of contemporary life. It is necessary to ensure these services are available and adequate to meet the demands of all Moreno Valley residents and businesses. Rising demand associated with population and employment growth will necessitate additional facilities and services (e.g., 5G wireless technology).

In October 2020, the City launched the CLiC Initiative (Computer Learning & Internet Connectivity) intended to bring more residents into the digital age, including 150 WiFi hotspots that can be borrowed from the City's three library branches; creation of WiFi Garden locations (free WiFi access at various City facilities); public-use computers at libraries and the Senior Center; and a free, comprehensive virtual community portal with information to help build users' computer knowledge and skills. The CLiC portal, located on the City's website and available in both English and Spanish, provides information for free and low-cost ways of getting a computer and accessing the internet and also free resources to help users take advantage of their internet access to enhance learning, seek employment, manage their finances, do business, and have fun online.





Goal PPS-4: Provide for utilities and infrastructure to deliver safe, reliable services for current and future residents and businesses

POLICIES

PPS.4-1: Coordinate with utility agencies to provide for water and sewer systems capable of meeting the daily and peak demands of Moreno Valley residents and businesses, including the provision of adequate fire flows.

PPS.4-2: Coordinate development activity with the provision of public infrastructure and services to eliminate possible gaps in service provision.

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.



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.

PPS.4-5: Facilitate installation of advanced technology infrastructure, including, but not limited to, infrastructure for high-speed internet access and solar energy.

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.

ACTIONS

PPS.4-A: Share information on development activity and growth projections with utility providers and coordinate with responsible agencies to ensure adequate planning of public utilities to serve the community.



PPS.4-B: Continue to 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. Tools may include benefit assessment districts, Mello-Roos Community Facilities Districts, tax increment financing, and other financing mechanisms 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.

PPS.4-C: Periodically review public facilities impact fees in accordance with State law 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.

PPS.4-D: Implement the Transportation Electrification Roadmap to promote the use of electric vehicles in the city.



6 Safety

The rugged beauty of the natural landscape in and around Moreno Valley helps define the character of the community, but it also holds potential for natural hazards that pose risk to human health and property, including earthquakes, landslides, flooding, wildfire, and wind-related hazards. These risks are compounded by the warming of the climate, which is projected to bring hotter average daily temperatures, increased rainfall intensity, and more extreme weather events. Urban development in the area has also brought the potential for humanmade disasters. This chapter identifies natural and humanmade hazards in Moreno Valley as well as measures to promote public safety and effective emergency response and recovery.

This chapter satisfies the statutory requirements for the General Plan Safety Element. Police, fire and emergency medical response are also addressed in the Parks and Public Services Element, together with public utility infrastructure.

Relationship with Other Documents

The purpose of the Safety Element is to include safety considerations in the planning and decision-making process by establishing policies related to future development that will minimize the risk of personal injury, loss of life, property damage, and environmental damage associated with natural and human-caused hazards. As such, there are several policies contained in the Safety Element that are interrelated with other mandatory elements of the General Plan, which are hereby incorporated by reference. For instance, the policies of the General Plan's Land Use, Housing, Open Space and Environmental Justice Elements are internally consistent with the policies of the Safety Element in that they seek to minimize future development in hazardous areas, reduce barriers to placement of developments (including affordable housing) in areas less prone to hazards, minimize risks posed from fire and other hazards, ensure adequate secondary access during an emergency, etc. However, it is important to note that the policies in the Safety Element are tailored to address safety-related issues, and referenced policies in other elements should also be reviewed to determine environmental or other types of policies associated with similar locations or similar types of development.

The policies of the Safety Element are also closely interrelated to various plans that specifically address hazard mitigation planning and disaster preparedness, such as the following:

- Riverside County Emergency Operations Plan
- City of Moreno Valley Emergency Operations Plan (EOP)
- City of Moreno Valley Local Hazard Mitigation Plan (LHMP)
- City of Moreno Valley Climate Action Plan (CAP)

The aforementioned plans provide implementation measures that are not only consistent with the Safety Element, but also aid in the City's successful response to hazards and emergencies within the City. For example, the City's EOP provides a framework for large-scale emergency response sand provides function-specific Standardized Operating Procedures for emergency management. The EOP also provides resources for departments and agencies to effectively respond to emergencies. The EOP, in conjunction with the LHMP, provides a comprehensive overview of emergency mitigation and response.

The 2023 LHMP was crafted in accordance with the federal Disaster Mitigation Act of 2000 and follows the Federal Emergency Management Agency's (FEMA) 2011 Local Hazard Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short- and long-term strategies, involves planning, policy changes, programs, projects, and other activities. LHMP integration is required by law as well as for California Department of Forestry and Fire Protection (CAL FIRE) review and can be found at: https://www.moval.org/departments/fire/LHM-Plan.html.

Seismic and Geologic Hazards

SEISMICITY

Like much of California, Moreno Valley is located in a seismically active region. As shown in Map S-1, the San Jacinto Fault Zone traverses the northeastern boundary of the city. One of the most seismically active structures in southern California, the San Jacinto fault zone has produced 10 historical earthquakes with a magnitude greater than 6 and has been categorized as an Alquist-Priolo Earthquake Fault Zone by the State of California. Alquist-Priolo Zones identify surface traces of known active faults that pose seismic hazards and buffers around the known traces. New housing construction within these zones is prohibited unless a comprehensive geologic investigation shows that the fault does not pose a hazard to the proposed structure.

The San Jacinto Fault Zone is composed of several parallel faults that together constitute the zone. There are three branches of the San Jacinto Fault in the southeast corner of the study area. The western branch is sometimes referred to as the Casa Loma Fault, which is identified on maps primarily southeasterly of the City limits; the eastern branch, the Claremont Fault. The Farm Road Fault was identified in 1992 in the southeastern portion of the study area. The Casa Loma fault within the City limits is not identified as an Alquist-Priolo Earthquake Fault Zone as insufficient information is available to determine if the fault is active.

Given the extent of known faults in the planning area, the potential for seismic hazard is high. These hazards may be addressed though adherence with existing building codes including the requirements of California Building Code Chapter 18, and state and local regulations, though exposure to seismic risks cannot be completely eliminated.

GROUND SHAKING AND SURFACE RUPTURE

Ground shaking is the effect of surface motion generated by an earthquake that results in the vast majority of damage during seismic events. Several factors control how ground motion interacts with structures, making the hazard of ground shaking difficult to predict. Seismic waves propagating through the Earth's crust are responsible for the ground vibrations normally felt during an earthquake. Structures within the city could be affected by ground shaking during a seismic event associated with the San Jacinto Fault Zone. Additionally, seismic events associated with the active San Andreas Fault located approximately 15 miles northeast and the active Elsinore Fault located approximately 17 miles southwest could also generate ground shaking within the city.

LIQUEFACTION

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density non-cohesive (granular) soils; and high-intensity ground motion. Liquefaction is typified by a buildup of pore-water pressure in the affected soil layer to a point where a total loss of shear strength occurs, causing the soil to behave as a liquid. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.

According to the U.S. Geological Survey (USGS), the City is predominantly underlaid coarse (Hanford) or (Cieneba), sandy loam (Ramona, Greenfield), and rockland. Areas with high to very high liquefaction typically consist of silt loam properties.

As shown in Map S-2, the majority of the city is classified as having low or moderate potential for liquefaction. Small amounts of land within the western and southern portion of the City are classified as having high potential for liquefaction, and a small amount of land along the southern border is classified as having a very high potential for liquefaction.

LANDSLIDES

Landslides occur when masses of rock, earth, or debris move down a slope, including rock falls, deep failure of slopes, and shallow debris flows. Landslides are influenced by human activities such as grading and other construction activities, irrigation of slopes, mining activity, and by natural factors such as precipitation, geology/soil types, surface/subsurface flow of water, and topography. Landslides can be initiated in slopes already on the verge of movement by rainfall, snowmelt, changes in water level, stream erosion, earthquakes, changes in groundwater, earthquakes, fire, volcanic activity, disturbance by human activities, or any combination of these factors.

Regarding fire, post-fire landslides have become more common place and are increasingly relevant for Moreno Valley. Wildfires alter the way water interacts with the landscape, causing flash floods and debris flows even after modest rainstorms. Burned areas remain especially susceptible to landslides due to altered soil properties from removed vegetation, decreasing the ground's rainfall absorption. These rapid flows of debris can happen during the first few minutes of the first storm after a wildfire event. In accordance with USGS empirical models beginning in 2016, there appear to be no known post-fire debris flow assessments for Moreno Valley. Maps provided by USGS regarding post-fire debris flow assessments indicate both likelihood and potential volume of debris flows exiting the mountain front in response to storms of 15-minute peak rainfall intensity of 24 mm/h. Higher rainfall intensities as well as longer storm durations may increase probability and potential of post-fire debris flows in the future.

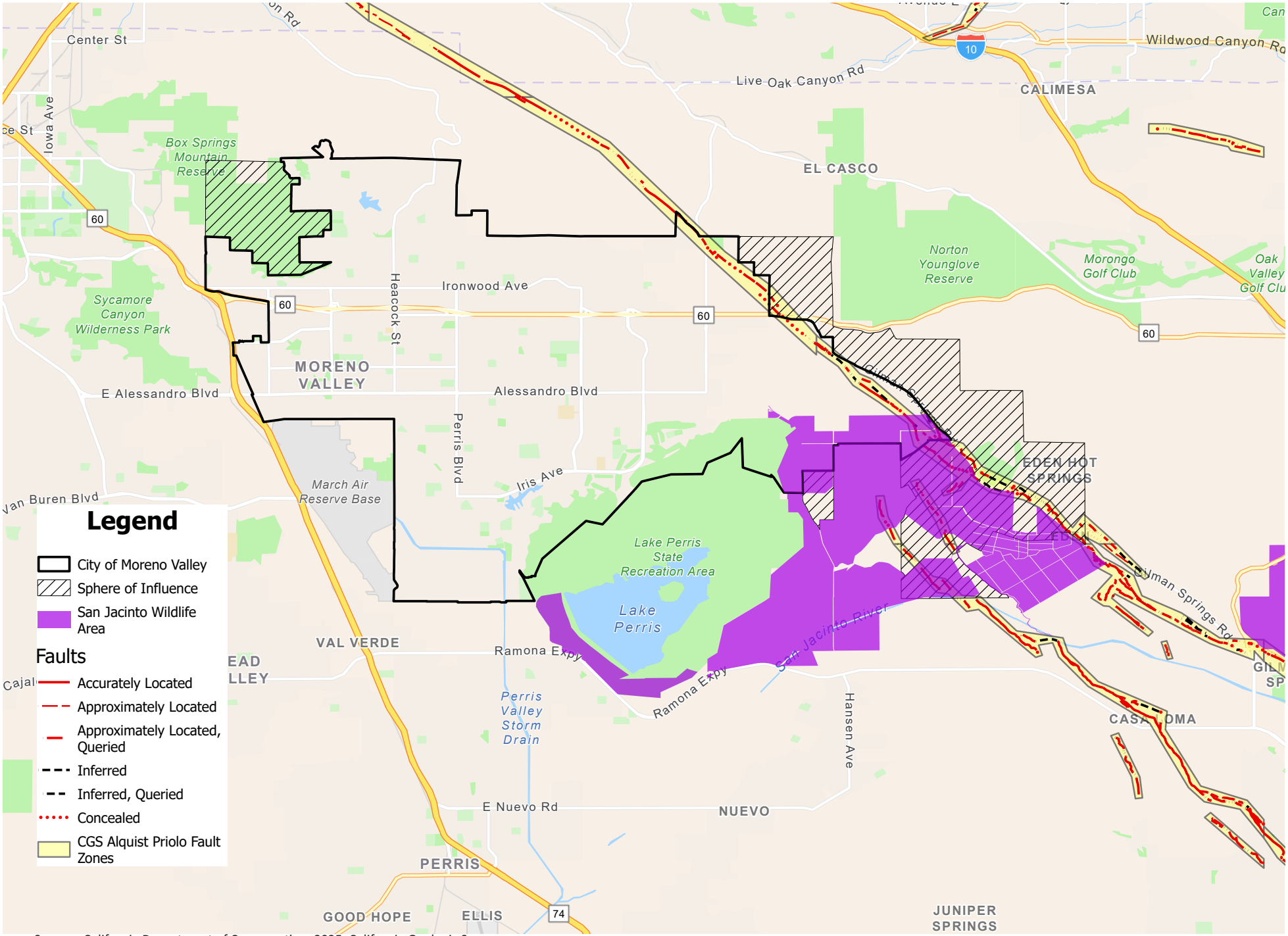
According to Moreno Valley's LHMP, landslides and slope failures occur on average every five years in the mountain foothills of the City. According to the City's LHMP, the probability rating for future landslide events in Moreno Valley is a 2, meaning there is between a 1% and 10% chance that this event will occur within the next year. Landslide susceptibility is defined as the likelihood of a landslide occurring in an area on the basis of local terrain conditions.

As shown in Map S-3, the majority of the City is relatively flat and has been assigned a landslide susceptibility class of 0 (No Risk) by the California Geological Survey (Map S-3). However, some areas within the northern, northeastern and southeastern portions of the City and within the Sphere of Influence have been assigned landslide susceptibility classes ranging from V (Moderate Risk) to X (High Risk). Some areas within the central portion of the City have also been assigned landslide susceptibility classes ranging from V (Moderate Risk) to X (High Risk).



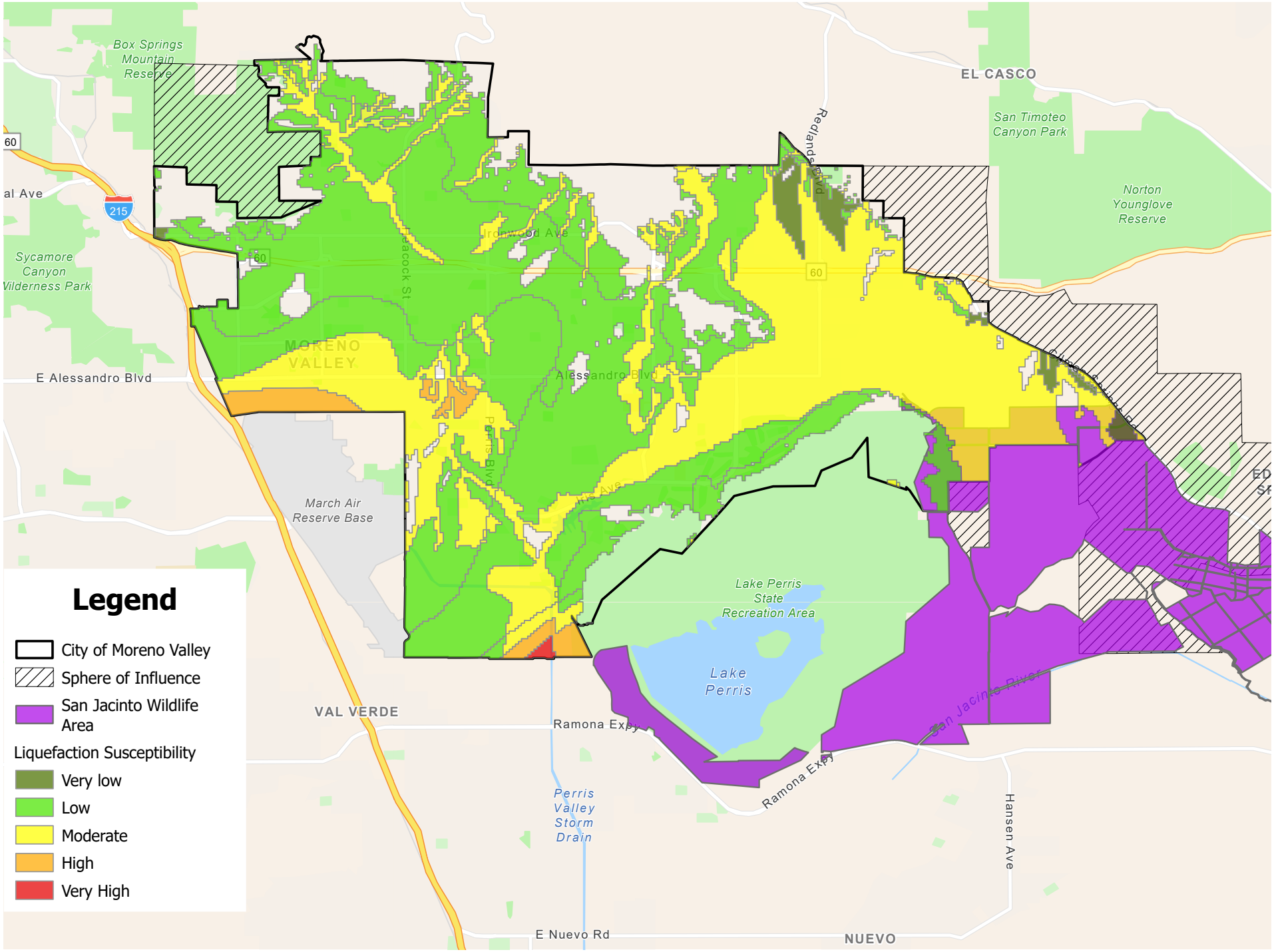
The San Jacinto Fault Zone traverses the northeastern border of the city, putting the area at higher risk for seismic activity.

Map S-1: Fault Zones



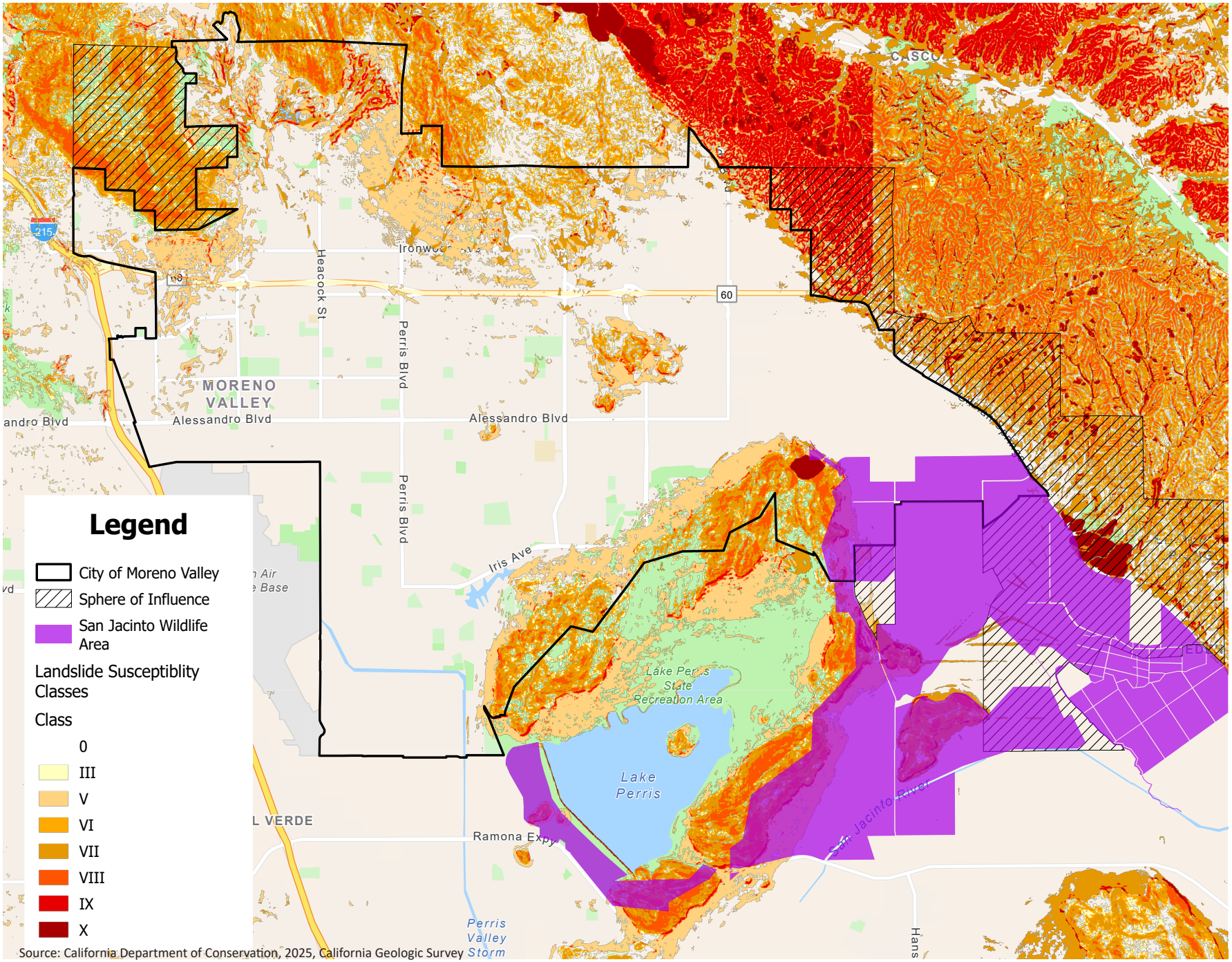
Source: California Department of Conservation, 2025, California Geologic Survey

Map S-2: Liquefaction Hazard



Source: Riverside Coumty, 2019, GIS

Map S-3: Landslide Hazards



Flood Hazards

DRAINAGE

Moreno Valley is situated in a drainage basin whose river systems generally drain from the San Jacinto Mountain range in the north wards lower basin rivers and lakes in the south, San Jacinto River, Canyon Lake, and ultimately to Lake Elsinore. The San Jacinto River waterway converges with the San Ana River and eventually flows into the Pacific Ocean. Precipitation is conveyed via three major City maintained open storm drain channels via three major storm drain channels: the Sunnymead storm drain, the Kitching storm drain, and the Perris Valley storm drain.

- The Sunnymead storm drain is a concrete-lined channel that extends from SR 60 and crosses the Planning Area in a southwesterly direction. The Channel accepts storm water runoff from the Box Springs Mountains and areas south of the mountains. The runoff flows into the Sycamore Canyon Watershed. This storm water runoff eventually flows into the Santa Ana Watershed.
- The Kitching storm drain is an open channel that averages a 12-foot bottom, 7-foot deep trapezoidal channel. Kitching Channel and its storm drains system constitutes the backbone of the eastern half of the Sunnymead Master Drainage Plan. The Channel drains in a southerly direction approximately from SR-60 through the central portion of Moreno Valley and into the Perris Valley Storm drain and ultimately into the San Jacinto River Watershed.
- The Perris Valley storm drain is an open channel. Lateral A runs west to east between Krameria Avenue and Nandina Avenue. Lateral A enters the main channel west of Lasselle Street. Eventually, the storm drain empties into the San Jacinto River Watershed.

FLOODING

Like many communities in the region, Moreno Valley has a history of flooding, primarily in areas that are not fully developed and where the storm drain system is not yet built out. Between 2005 and 2015, six major storm events resulted in flood damage to residential and commercial structures as well as transportation and utility infrastructure totaling over $59 million. Since 2005, the City has invested over $25M in new and updated storm drain infrastructure to mitigate flooding issues.

Storms can result in flooding of drainage channels and areas immediately adjacent floodplains, while sheet flows can occur if the capacities of defined watercourses are exceeded. Ponding may also occur if water flow is obstructed due to humanmade obstacles such as the embankments of SR-60 and other roadways. FEMA issues Flood Insurance Rate Maps (FIRM) identifying areas prone to flooding and characterizing flood hazard risk. As shown on Map S-4, a large portion of the eastern part of the city is located within the 500-year flood plain, meaning that properties have a one-in-500 (or 0.2%) chance of flooding in a given year. The 2022 LHMP describes mitigation strategies for development in flood zones including enforcement of the floodplain ordinance, building standards, and stormwater drainage programs to manage urban flooding.Smaller areas, primarily in the southern part of the City are located in the 100-year flood plain. which have a 1% chance of flooding. According to FEMA flood maps, the extent of 100-year flood zones has decreased, particularly near Celebration Park, while the flood zones along channels (such as Heacock Channel, Sunnymead, and Pigeon Pass), catchment basins, and soft-bottom riverbanks throughout the City have remained relatively unchanged since 2019.

The City's LHMP describes historic flooding in Moreno Valley occurring every two years on average near Heacock Channel, foothill neighborhoods north of Lake Perris, and interior residential neighborhoods such as residential areas of Hubbard Street and Dunlavy Court, Kitching Street-Ivy Lane Neighborhood, Lawless Road – Pigeon Pass Street, and Camino Del Coronado Street-Sunnymead Ranch. This indicates that flooding occurs from insufficient stormwater drainage capacity following winter rainstorms. Due to climate change, precipitation during a 24-hour storm is anticipated to increase in magnitude while annual precipitation decreases. While conditions are becoming drier, rain events during winter storms are anticipated to become heavier and more intense, thus increasing the risk of temporary flooding.

It is important that drainage systems throughout the City be capable of supporting increased streamflow volumes due to climate change to help mitigate flood risks. In correlation with the Parks and Public Spaces Element, the City also incorporates Low Impact Development (LID) techniques and Best Management Practices (BMPs) for all developments within the City.

The Riverside County Flood Control and Water Conservation District (RCFCWCD) is the agency responsible for the regional flood control system. RCFCWCD has prepared three Master Drainage Plans (Sunnymead Area, West End, and Moreno), each of which covers a different portion of the City. RCFCWCD currently owns and maintains a number of regional flood control facilities, while the City controls a number of local facilities. The City's Public Works Department is responsible for maintaining Citywide storm drain systems and regularly updates storm drainpipes and inlets/outlets as identified in the City's Capital Improvement Plan (CIP).

New developments are required to build master drainage plan facilities and/or pay fees that are used to build the facilities.

Any, new development is also required to obtain a National Pollutant Discharge Elimination System (NPDES) permit or comply with NPDES requirements outlined in the Water Quality Management Plan (WQMP) checklist. This includes implementing stormwater Best Management Practices (BMPs) per the Santa Ana Regional Water Quality Control Board (WQCB) (Order No. R8-2010-0033) that can help reduce flooding impact of a storm event and maintain high water quality standards. To ensure compliance, the City makes the Low Impact Design BMP Design Handbook and Checklist from the Santa Ana Regional WQMP available to project applicants at https://moval.gov/departments/public-works/services-stormwater.html.

DAM INUNDATION

There are two dams in the City: Pigeon Pass and Sunnymead Ranch, as shown on Map S-5. Dam inundation is also a potential flood hazard in portions of Planning Area. Dam failure can result from causes such as earthquakes, erosion, improper siting, rapidly rising floodwaters, or structural/design flaws, and can result in severe flooding in downstream areas.

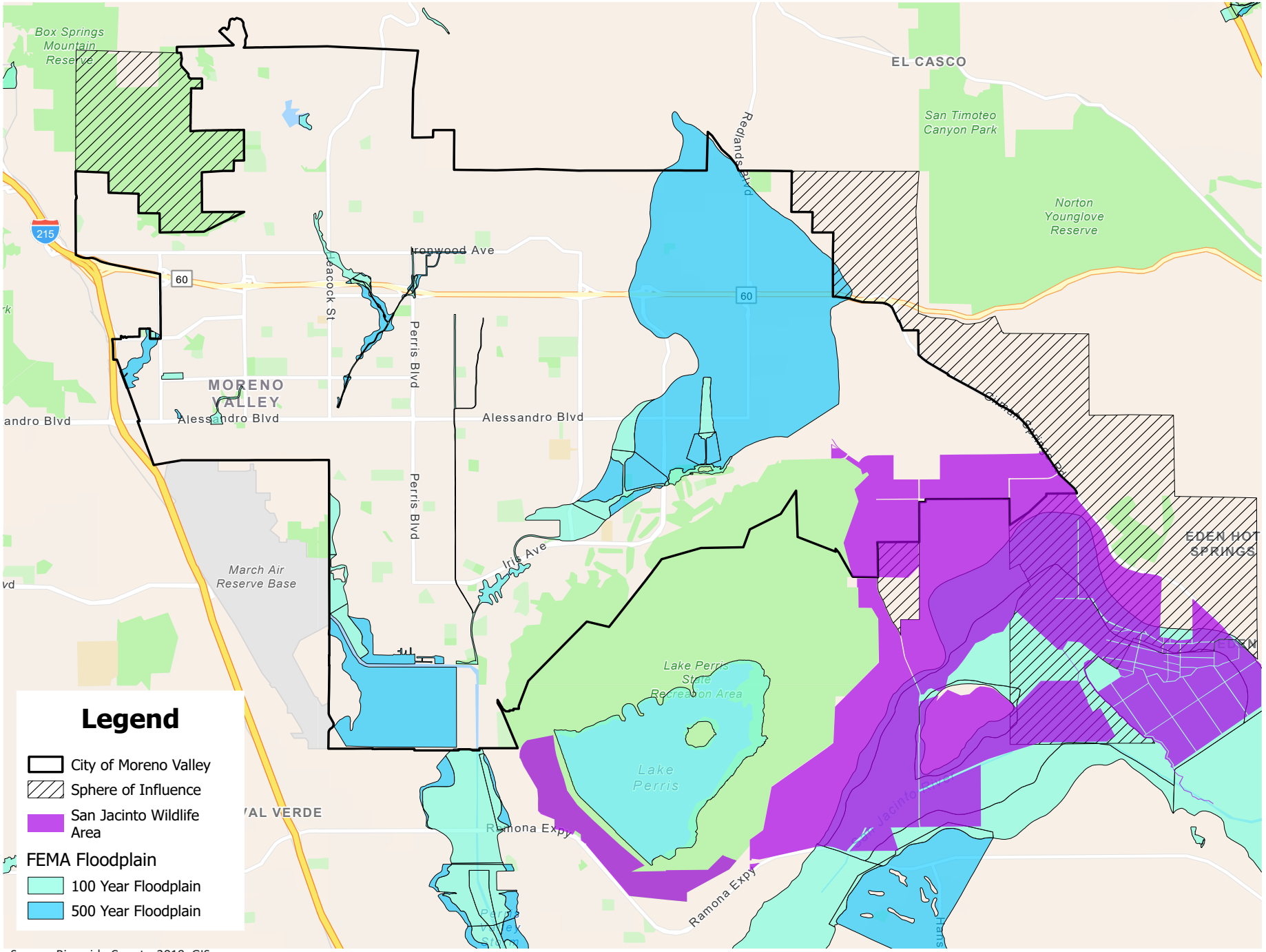
Pigeon Pass Dam is an earthen dam built in 1958 and is owned by the RCFCWCD. Failure of the Pigeon Pass Dam (Poorman's Reservoir) in the north western part of the City could result in extensive flooding along the downstream watercourse; impacting residences, commercial centers, roadways, and a portion of the March Air Reserve Base however, the reservoir does not retain water throughout the year and the risk of flooding due to failure is limited to the period during and immediately after major storms. n addition, according to the California Department of Water Resources, the dam is rated as satisfactory, meaning that the dam is able to withstand additional loads or pressures.

Upstream of Pigeon Pass Dam is the Sunnymead Ranch Lake and Dam which collects rainwater from the Shadow Mountain area. Sunnymead Dam is an earthen dam built in 1985 and is owned and managed by the Sunnymead Ranch Planned Community Association. Failure of the dam could result in flooding along Breezy Meadow Drive, potentially inundating residences and impacting nearby school facilities. The dam failure maps are sourced from hydraulic models and show potential flooding scenarios of nearby development. Although there have been no recorded dam failures in the past, measures are described in subsequent sections to safeguard development in the event of a dam failure. In addition, Perris Dam is not located within the City; however, failure of the dam would affect small area south of Nandina Avenue along the Perris Valley Storm Drain and the Mystic Lake area in the southeast corner of Moreno Valley.



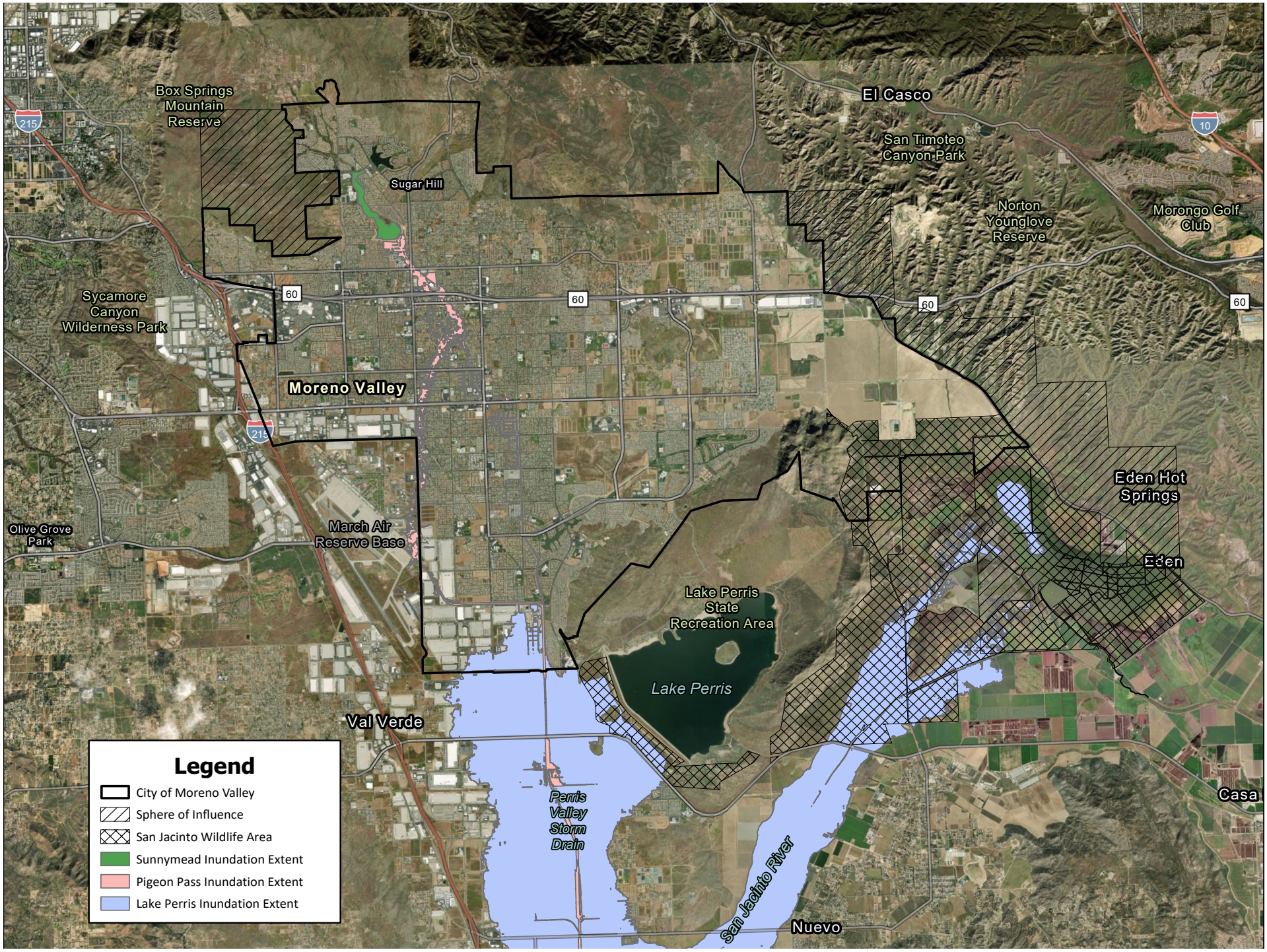
The RCFCWCD manages flood control projects such as the construction of the Nason Basin, above. In 2003, the District completed the construction of the 16-acre basin, which reduces the 100-year flows by more than 70%. Photo credit: RCFCWCD, rcflood.org

Map S-4: Flood Hazard Areas



Source: Riverside County, 2019, GIS

Map S-5: Dam Inundation Map



Wildfire Hazards

SETTING AND RISK

CAL FIRE has designated Fire Hazard Severity Zones (FHSZs) throughout the state based on factors such as fuel, slope, and weather to indicate varying degrees of fire hazard (i.e., moderate, high, and very high). FHSZ maps evaluate physical conditions that create a likelihood that an area will burn over a 30- to 50-year period. As an urbanized community, wildfire hazard is minimal in most of Moreno Valley; however, given the relatively low annual precipitation and high prevailing temperatures in the region, the annual grasses and sage brush that cover the rolling hills surrounding the City and areas with similar coverage within the City limit are highly prone to fire.

According to 2025 fire hazard maps, the City contains designated Very High Fire Hazard Severity Zones (VHFHSZs) within the Local Responsibility Area (LRA). This indicates that properties and infrastructure within the City are exposed to significant burn risk due to wildfires and would be responsible for responding to wildfire events. There are significant VHFHSZs within the City's jurisdiction, as shown on Map S-5, and are further described below:

- Areas along the entire northern perimeter of the City i.e., Sunnymead Ranch, Serrano Heights, Moonlight Rim.
- Areas along the northwestern portion of the City i.e., neighborhoods along Hidden Springs, Box springs mountain foothills;
- Areas at the southeastern area of the City i.e., Bernasconi Hills, Prince's Peak, Ridge Crest;
- and areas located southwest of Gilman Springs Road and north of San Jacinto Wildlife area.

Prolonged droughts coupled with high winds and dry vegetation create the highest fire risk in these areas, particularly in autumn and winter, when the Santa Ana winds typically blow and wildfire risk increases significantly. More to the interior of the City, a 75-acre area of rocky, vegetated terrain flanking Moreno Beach Drive south of SR 60 known as Moreno Peak is also designated a VHFHSZ. Wildfire risk at this location is from wind-driven fires and human factors, including sparks from vehicles on adjacent roadways, fireworks, or campfires.

Left uncontrolled, wildfires have the potential to damage or destroy structures, roadways, and utility systems, disrupt the economy, and impact the City's ability to respond to emergencies. Without vegetation, recently burned areas may also be at greater risk from mud and debris flow, further compounding risk. In addition to the direct physical threat to life and property, smoke released during an event can have a detrimental effect on air quality and lead to health risks from smoke inhalation. Smoke can cause or exacerbate respiratory problems for sensitive individuals, and the fine particles in smoke can damage machinery or ground airplanes. People without access to medical care or those that have pre-existing conditions that make it difficult to evacuate or cope with increased smoke conditions are highly vulnerable to wildfires.

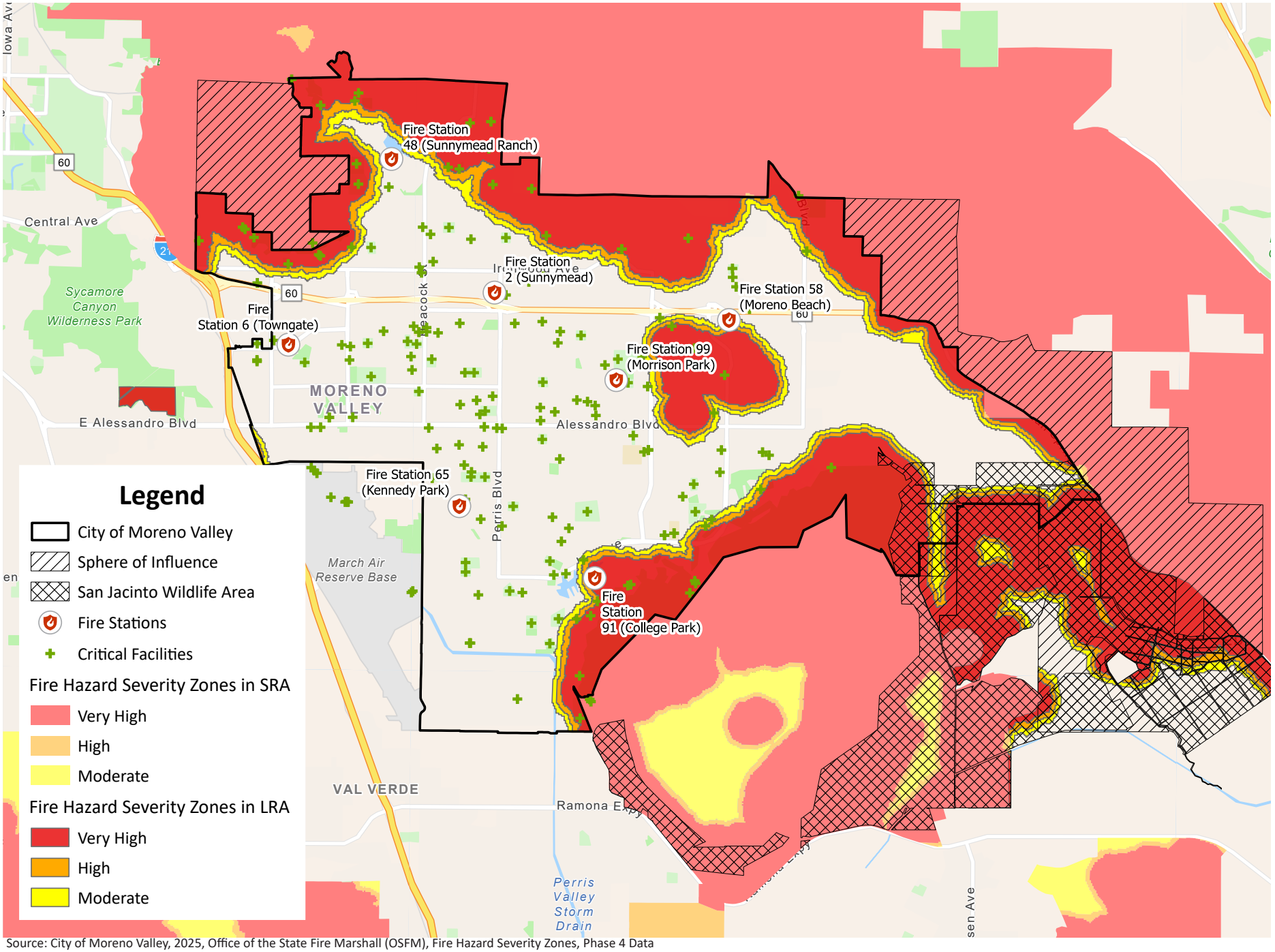
As identified in the LHMP, between 2011 and 2022, there were 10 wildland fires ranging from 3 to 1,206 acres and mainly occurring in uphill grassland areas, including 8 that were over 50 acres in size with an estimated total incident cost of over $1.2 million. The LHMP and the Riverside County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) both identify wildfire as one of the natural hazards with the highest probability of occurring, and the hazard with the third highest severity. According to the California Fourth Climate Change Assessment, overall burned area may increase by as much as 60 percent during Santa Ana Wind events (typically October to March), and 75 percent during periods without Santa Ana Winds (typically April to September). Models also suggest that the region will see a 13.4 percent increase in average annual acres burned above historic levels by mid-century. By the end of the century, this increase is projected to decrease to 2.3 percent above historic levels due to wildfire fuel reductions associated with increased drought and extreme heat conditions.

WILDLAND URBAN INTERFACE AREAS

To address this risk, the City cooperates with CAL FIRE and the Riverside County Fire Department through cooperative fire protection agreements. Portions of the Planning Area within the City's Sphere of Influence (SOI) are designated State Responsibility Areas (SRA), where the State of California is financially responsible for the prevention and suppression of wildfires, while the Moreno Valley Fire Department (MVFD) has primary responsibility for Local Responsibility Areas (LRA) within the City limit. In California, most wildfire damage occurs in wildland urban interface areas, where homes and woodland vegetation are directly adjacent. Wildland urban interface areas exist on the north, east, and south edges of the Planning Area, including Box Springs Mountain and San Timoteo Canyon to the north, the "Badlands" to the east, and Lake Perris State Park to the south. Portions of these areas within the City limit are partially developed with low density single-family housing, while portions in the SOI are largely undeveloped.

Within the City limit, large tracts of land in wildland urban interface areas are designated Parks/Open Space on the General Plan land use map, which does not permit residential development and existing development includes low density single-family homes. There are no critical police or fire facilities in wildland urban interface areas; however, a portion

Map S-6: Fire Hazard Severity Zones and Critical Facilities



Source: City of Moreno Valley, 2025, Office of the State Fire Marshall (OSFM), Fire Hazard Severity Zones, Phase 4 Data

of the Moreno Valley College Campus is located within a VHFHSZ in the south of the City and major roadways including Redlands Boulevard, Pigeon Pass Road, and World Logistics Parkway also run through VHFHSZs. Undeveloped lands in wildland urban interface areas within the City limit are designated Hillside Residential or Rural Residential, which permit only very low density residential development in these areas.

Essential facilities located within designated VHFHSZs include:

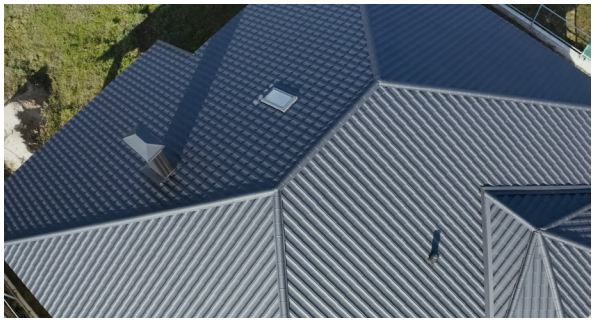
- Parkside Drive reservoirs located at the Lake Perris foothills,
- Kaiser Permanente Hospital on Iris Ave,
- Public Work's MWD Inland Feeder facility at Gilman Springs Road,
- Kalmia Ave reservoir, Pico Vista Way reservoir, Climbing Rose Drive reservoirs, and
- Canyon Springs High School.

From 2010 to 2024, the fire department experienced an 3.9% increase in call volumes. As the likelihood of wildfires increase in intensity, severity, and frequency due to climate change, the MVFD may experience added stress on personnel and resources as firefighters respond to increasing call volumes. The MVFD'S 2022 strategic plan outlines a methodology for siting future fire stations and maintaining operations. In addition, all new construction in VHFHSZs is required to prepare a fuel modification plan before approval of tentative maps and grading permits. Moreno Valley has also established a hazard abatement program, which is overseen by the MVFD. This program is designed to create defensible space, or a buffer between a building and the flammable vegetation that surrounds it, in order to stop or slow the spread of wildfire and protect property. A legal non-conforming structure is allowed to be redeveloped or retrofitted following a wildfire event in accordance with § 9.02.180 of the Moreno Valley Municipal Code.

With adoption of the 2040 General Plan, the City will also require preparation of a fire protection plan (FPP) approved by the Fire Code Official prior to approving new development in VHFHSZs. FPPs must include mitigation measures designed to address the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed site. They must also consider water supply, access, building ignition and fire resistance, fire protection systems and equipment, defensible space, and vegetation management, and must be consistent with the requirements of California Building Code Chapter 7A, the International Wildland-Urban Interface Code, and the Moreno Valley Municipal Code. In alignment with the Parks and Public Spaces Element and urban greening initiatives and redevelopment, projects—whether focused on neighborhoods, streetscapes, or public spaces—have indicated incorporation of fire-resistant tree species to enhance climate resilience and reduce wildfire risk. Within the Moreno Valley LHMP and General Plan, Policy S.1-14 requires new development within Very High Fire Hazard Severity Zones (VHFHSZ) to use fire-resistant landscaping to minimize risk of fire events.

WATER SUPPLY

The City requires a minimum flow required for fire protection in accordance with the adopted amended 2019 California Fire Code and the International Organization for Standardization standards. Any new development in VHFHSZs must meet this standard or be able to mitigate this through other fire protection requirements. The City is served by two water service providers—Eastern Municipal Water District, serving the bulk of the City and Box Springs Mutual Water Company, serving the Edgemont area. The providers have varying capacity to deliver water flows for fire suppression purposes. New development in hillside areas of the City will also be required to meet applicable standards for minimum fire flow.



Metal roofs can be a safer decision in wildfire prone areas than other roofing materials.

FIRE ACCESS STANDARDS

Clear emergency vehicle access to buildings is critical for public safety. Such access is regulated by the adopted and amended California Fire Code (CFC) and Moreno Valley City Standard Engineering Plans. Under the current Fire Code, all portions of a building shall be within 150 feet of a serviceable fire access road. The City has adopted the CFC with amendments to address local fire hazard concerns. Specific requirements for fire access include:

- *Roadway Design.* Access roads and public and private streets shall not exceed a 12 percent grade, shall be capable of supporting 75,000 pounds, and shall be built with all-weather driving capabilities.
- *Subdivision Access.* Subdivisions shall have a minimum of two points of vehicular ingress and egress, as determined by the Fire Code Official and City Traffic Engineer.
- *Road Widths.* Road widths shall be consistent with City standards and allow for two-way traffic.
- *Bridge Design.* Per the CFC access bridges shall meet

nationally recognized design standards, including a capability of supporting 75,000 pounds.

- *Project Perimeter.* Projects shall provide adequate vehicular access for firefighting vehicles to the perimeter of a project that is adjacent to a fuel modified area or fire hazard area.

BUILDING SIGNAGE STANDARDS AND REGULATIONS

Moreno Valley has adopted the latest edition of the CFC, with all appendices, and amended it to address local concerns. The MVFD reviews plans for structures and buildings citywide, including fire-prone areas. Checklists are used to address fire code requirements, including but not limited to street and building signage, water supply, water infrastructure, fire sprinkler requirements, building requirements (fire sprinklers, smoke detectors, roofing, etc.), access roads, and vegetation management, among others.

The City enforces uniform building address and street sign letters as found in the CFC and Uniform Building Code, which establishes requirements for the design and display of approved address numbers, building numbers, or approved building identification on new and existing buildings to ensure legibility and visibility from the street or road fronting the property.

Map S-6 illustrates the City's critical facilities overlaid with Fire Hazard Severity Zones. Several essential facilities—particularly in the northern portion of Moreno Valley—are located within areas designated as Very High Fire Hazard Severity Zones (VHFHSZs). Notably, three of the City's seven fire stations fall within these high-risk zones which could potentially limit emergency response capacity during wildfire events. To address this vulnerability, the City will evaluate facility hardening needs, implement vegetation management buffers, and consider long-term strategies such as relocating or reinforcing critical infrastructure to ensure operational continuity during extreme fire conditions. Actions to reduce fire hazard exposure and increase building resilience will be incorporated into capital improvement plans and emergency preparedness protocols.

VEGETATION MANAGEMENT AND CLEARANCE STANDARDS

The Moreno Valley Municipal Code requires the preparation and implementation of fuel modification plans for all new development in areas containing combustible vegetation. The Code requires that these plans be consistent with the Riverside County Fire Department Fuel Modification Technical Policy, that they be approved by the Fire Code Official prior to issuance of a grading permit, and that they be updated as needed to address changing conditions. The Code also establishes minimum distances for fuel breaks on agricultural properties and clearances from combustible materials, heavy vegetation, and mature tree trunks on hillside residential properties. Additionally, the MVFD maintains a Hazardous Vegetation and Rubbish Abatement Program to ensure proactive vegetation management through enforcement of actions applicable to all vacant and unimproved parcels on a year-round basis and requires inspection for clearance of tumbleweeds annually each Fall.

Hazardous Materials

The Riverside County Department of Environmental Health Hazardous Materials Branch serves as the Certified Unified Public Agency (CUPA) and is responsible for overseeing the six hazardous materials programs in the County. The Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, Riverside County maintains a hazardous materials emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week. All MVFD Firefighters are mandated to maintain certification as Hazardous Materials First Responder-Operational.

Hazardous materials are used in Moreno Valley for a variety of purposes including manufacturing, service industries, various small businesses, agriculture, medical uses, schools, and households. Hazardous materials are also used at the March Air Reserve Base adjacent to the City, and may be transported to and from the Base on City roadways. Accidents can occur in the production, use, transport and disposal of these hazardous materials. The probability of accidental spills is accentuated by the fact that the region is susceptible to earthquakes. The City and surrounding area have a history of pipeline ruptures, spillage and vandalism to natural gas and sewer lines. A gas line explosion could cause significant damage to buildings and infrastructure, and a mainline event could disrupt gas delivery. Pipeline incidents could cause cascading hazards such as flooding, transportation and hazardous materials incidents.

According to Envirostor (https://www.envirostor.dtsc.ca.gov/public/) and GeoTracker (https://geotracker.waterboards.ca.gov/) databases, there are active clean up sites, primarily from past and current dry-cleaning uses, that are located in the western part of the City. The sites are currently being monitored for potential contaminants and remediated as necessary by the property owner.

Wind Hazards

Throughout the region and in Moreno Valley, high winds can pose a risk to public safety, particularly between October and March when the Santa Ana winds can blow up to 100 miles per hour. These winds, which typically occur several times per year, have been known to topple power lines, trees, and streetlights. They can also spread uncontrolled wildfire and hinder access for firefighters. Residents should exercise caution during major windstorms, and the City can work to minimize risk by educating the public about wind hazard preparedness and site design strategies that minimize harmful impacts.



High winds in Moreno Valley, January 2021. Photo credit: Francisco de Santiago, Youtube.

Goal S-1: Protect life and property from natural and humanmade hazards.

Geologic and Seismic Hazards

POLICIES

S.1-1: Continue to restrict the development of habitable structures within Alquist-Priolo Earthquake Fault Zones consistent with State law.

S.1-2: In areas of high liquefaction risk (see Map S-2), require that project proponents submit geotechnical investigation reports and demonstrate that the project will satisfy all recommended mitigation measures prior to City approval.

S.1-3: Require geotechnical studies for new development in areas where sewers are not available to ensure that the surrounding soil can support alternative wastewater disposal systems.

S.1-4: Structures intended for human occupancy shall be designed and constructed to retain their structural integrity when subjected to seismic activity, in accordance with the California Building Code.

S.1-5: Continue to regulate development on hillsides where the average slope is greater than 10 percent and limit the removal of natural vegetation in hillside areas when retaining natural habitat does not pose threats to public safety.

ACTIONS

S.1-A: Implement the seismic upgrade projects identified in the LHMP for overcrossing bridges at SR-60/Moreno Beach, SR-60/Redlands Avenue, and SR-60/World Logistics Parkway to ensure the seismic safety of critical transportation infrastructure in the City.

S.1-B: Use the building inspection program to inventory and evaluate earthquake hazards in existing buildings, especially buildings with unreinforced masonry (URM), using the most current seismic design standards and hazard reduction measures. Explore measures to encourage building owners to upgrade and retrofit structures to render them seismically safe.

Flooding Hazards

POLICIES

S.1-6: Coordinate with the Riverside County Flood Control and Water Conservation District to address storm drainage and flood control on a sub-regional basis in order to optimize the use of existing and planned conveyance facilities.

S.1-7: Design, construct and maintain street and storm drain flood control systems to accommodate 10-year and 100-year storm 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.

S.1-8: Permit development in the 100-year



Seismic retrofit of the Perris Dam. Photo credit: California Department of Water Resources, 2019.

floodplain which 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.

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.

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.

S.1-11: Continue participation in the National Flood Insurance Program (NFIP) and the Community Rating System to ensure that the City is incentivized to reduce the risk of damage from flooding, inundation due to dam failure, and improve flood preparedness.

ACTIONS

S.1-C: Work with the Riverside County Flood Control and Water Conservation District to update master drainage plans as needed to accommodate anticipated development.

S.1-D: Seek funding to implement the storm drain and flood control improvements detailed in master drainage plans including the Moreno, Sunnymead, West End, and Perris Valley Master Drainage Plans and the Local Hazard Mitigation Plan.

S.1-E: In updating the Capital Improvement Plan, consider and incorporate flood control improvements identified in master drainage plans, specifying funding and timing of prioritized improvements. Coordinate the City's Capital Improvement Plan with planned County improvements.

S.1-F: Periodically review the risk of increased flooding hazards due to climate change and develop strategies to adapt to changing flood hazard conditions, including those related to monitoring, emergency preparedness, vegetation management, and development policies, and ensure that the City's hazard information is up to date regarding climate trends.

Wildfire Hazards

POLICIES

S.1-12: Work to prevent wildland fire and to protect lives, property, and watersheds from fire dangers.

S.1-13: Jointly with State, County, local and other agencies, inform property owners of wildfire risks and measures to reduce those risks.

S.1-14: Require new development and redevelopment in VHFHSZs to prepare a Fire Protection Plan that minimizes risks by:

- Assessing site-specific characteristics such as topography, slope, vegetation type, wind patterns etc.;
- Siting and designing development to avoid hazardous locations (e.g., through fuel breaks) to the extent feasible;
- Incorporating fuel modification and brush clearance techniques in accordance with applicable fire safety requirements and carried out in a manner which reduces impacts to environmentally sensitive habitat to the maximum feasible extent;
- Using fire-safe building materials and design features, consistent with the adopted Municipal Code and Fire and Building Code standards;
- Using fire-resistant landscaping; and
- Complying with established standards and specifications for fuel modification, defensible space, access, and water facilities.

S.1-15: Avoid, where feasible, locating new development in areas subject to high wildfire risk. If avoidance is not feasible, condition such new development on implementation of measures to reduce risks associated with that development.

S.1-16: Require that all new development located in a VHFHSZ or a State Responsibility Area (SRA) be served by adequate infrastructure, including safe access for emergency response vehicles, visible street signs, and water supplies for fire suppression.

S.1-17: Require new development and redevelopment in VHFHSZs to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel breaks, and roadside fuel reduction.

S.1-18: Continue to require proactive weed abatement, brush thinning, and removal services on new and existing development in High and Very High Fire Hazard Severity Areas in order to curb potential fire hazards.

S.1-19: Cooperate with the Riverside County Fire Department and CAL FIRE to ensure that all portions of the Planning Area are served and accessible within an effective response time and to address regional wildfire threats.

S.1-20: Work with responsible agencies and nongovernmental organizations to plan for post-fire recovery in a manner that reduces further losses or damages from future fires.



ACTIONS

S.1-G: Maintain and make publicly available an up-to-date a map of high and very high fire hazard areas, consistent with CAL FIRE designations.

S.1-H: Consider developing alternative fire protection standards suitable for Rural Residential areas not exposed to high wildland fire hazards.

S.1-I: Disseminate information on fire weather watches and fire risks via the City's website and encourage all Moreno Valley residents to engage in risk reduction and fire preparedness activities.

S.1-J: Identify essential service facilities located in VHFHSZs and work with property owners to update emergency plans for operational redundancies and evacuation. .

S.1-K: Identify existing non-conforming roadways and work with City personnel, resource agencies, and adjacent property owners to conform to current fire safe standards.

Wind Hazards

POLICIES

S.1-21: Monitor issues related to damage from windstorms and undertake precautionary measures as needed, such as tree trimming.

S.1-22: Set new schools, housing, and care facilities a minimum of 100 feet back from high voltage power lines or substations.

Humanmade Hazards

POLICIES

S.1-23: Continue to require remediation of hazardous material releases from previous land uses as part of any redevelopment activities.

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.

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.

Emergency Management

With the potential for natural and humanmade hazards in the Planning Area, it is critical that the City plan proactively to provide for the safety of residents in times of disaster. This involves ensuring that all parts of the City are accessible for both evacuation and emergency access, including areas of new development and areas in the north of the City with fewer access points.

The purpose of emergency preparedness is to protect the health, safety and welfare of the general public both during and after natural, technological, or attack-related emergencies. To handle such events effectively requires coordination with a range of public and private sector partners as well as various City Departments such as the Police, Fire, Community Development, Emergency Services, and Public Works Departments. The City recognizes the importance of emergency preparedness through the design and implementation of its Emergency Operations and Local Hazard Mitigation plans. These plans are based on the functions and principles of the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS).

The California Emergency Services Act requires the City to manage and coordinate the overall emergency and recovery activities within its jurisdictional

boundaries. Under SEMS, the City is responsible at two levels, the field response and the local government level. At the field response level, the City and all other agencies use the Incident Command System (ICS) to aid in a standardized emergency response. At the local government level, a designated Emergency Operations Center (EOC) located within the Moreno Valley Fire Department is used as the central location for gathering and disseminating information and coordinating all jurisdictional emergency operations within the area. During disasters, the City of Moreno Valley is required to coordinate emergency operations with the Riverside County Operational Area and, in some instances, other local governments. Local agencies are a part of broader Emergency Management Systems, overseen by the State of California's Southern Region Emergency Operations Center.

The State of California Multi-Hazard Mitigation Plan, also known as the State Hazard Mitigation Plan (SHMP), was approved by FEMA in 2023. The SHMP represents the State's primary hazard mitigation guidance document and builds upon California's commitment to reduce or eliminate potential risks and impacts of natural and human-caused disasters to help communities with their mitigation and disaster resiliency efforts. The adoption of the SHMP qualifies the State for federal funds in the event of a disaster. Locally, the City of Moreno Valley adopted its Local Hazard Mitigation Plan (LHMP) in 2025. The purpose of the LHMP is to articulate a plan for reducing and/or eliminating risk in the community. The LHMP assesses risks associated with earthquake, wildfire, flooding, drought, landslide, insect infestation, extreme weather, severe wind, dam failure and inundation, hazardous materials accidents, terrorist attack, and other hazards, identifying mitigation goals, objectives, and projects to reduce the risk. Moreno Valley is also a signatory of the Riverside County Unit Strategic Fire Plan, the guiding document for pre-fire mitigation and response management to reduce wildfire impacts. Primary risk components addressed in the Unit Plan include communications infrastructure, recreational areas, and homes.

TRAINING

The MVFD is committed to developing the knowledge, skills, and abilities of all employees. The Department's Training Plan provides for initial and recertification courses as mandated by policy, law, or technical specialty to ensure quality service to the public. Employees receive training through CAL FIRE's Position Qualification System, which is compliant and aligned with the National Incident Management System (NIMS), ensuring that personnel have at least the minimum education, experience, and evaluation requirements for each ICS position. MVFD employees receive standardized California State Fire Training courses, established, developed, and delivered by the Office of the State Fire Marshall.

EVACUATION ROUTES

Map S-7 shows emergency evacuation routes in the community and Map S-8 shows the emergency routes overlaid by the Fire Hazard Severity Zones since fire hazard is one of the most significant hazard in the City. The evacuation routes include I-215, SR 60 and major roadways through the City. The evacuation network consists of 129 miles of roadway designated as potential evacuation routes in the event of disaster, including 34 bridges and 127 water crossings.

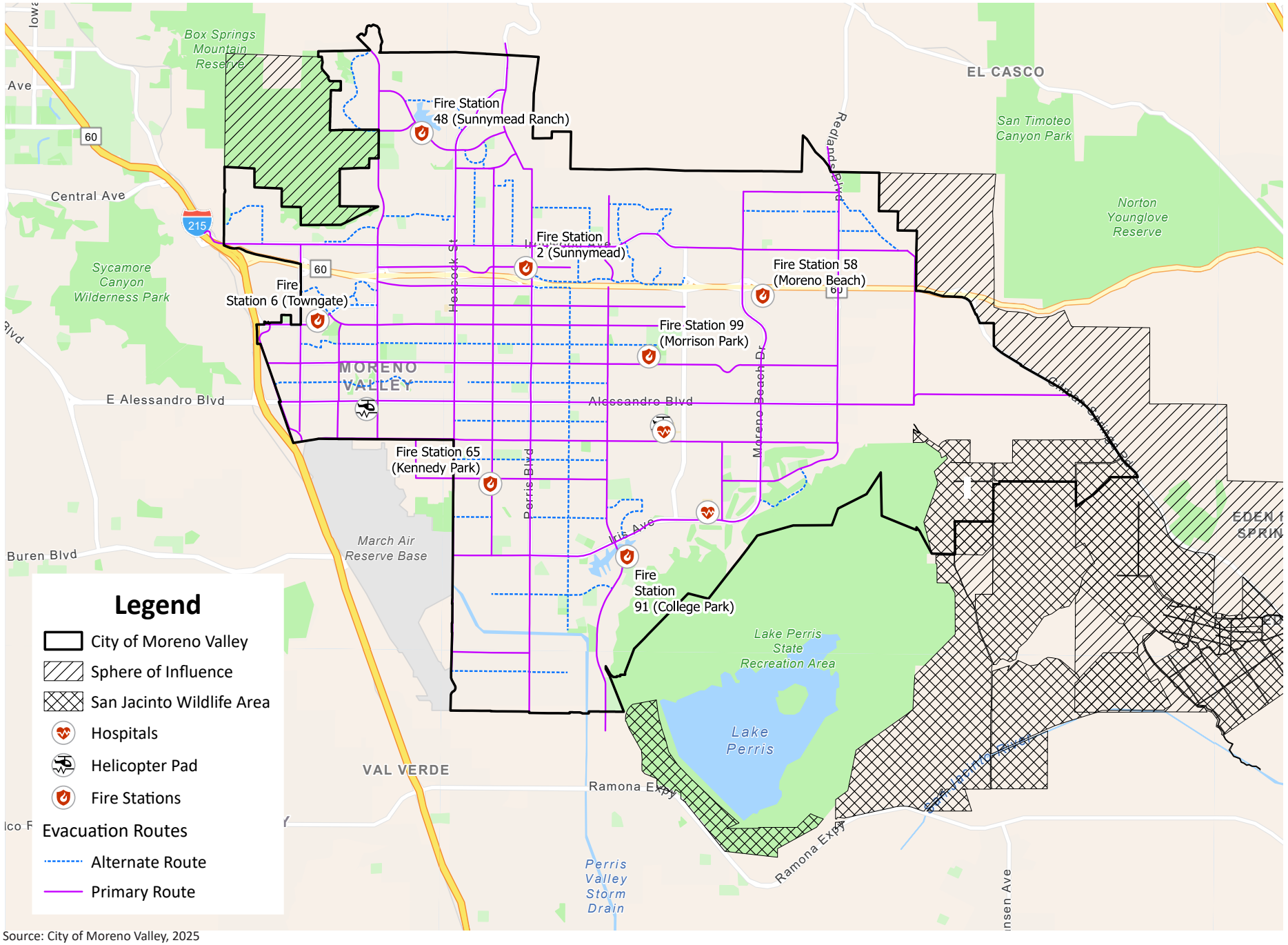
An analysis of existing development patterns and roadway connectivity completed with the use of graphic information systems (GIS) software indicates that some residential areas in northern and southeastern portions of the City have constrained emergency access, including developments in the Sunnymead Ranch, Moreno Valley Ranch, and Hidden Springs developments. These subdivisons pre-date incorporation into the City of Moreno Valley and where homes were constructed on cul-de-sacs with a single point of connection to the municipal roadway network. Approval of new development in these areas is conditioned on review by the MVFD and the Moreno Valley Department of Public Works to ensure adequate emergency access. . The City has also reviewed emergency evacuation preparedness consistent with Assembly Bill 747 (AB 747) (2019) and Senate Bill 99 (SB 99) (2019) requirements. This draft assessment, found in Appendix A, is intended to provide the City with a broad "planning level" assessment of the capacity of the transportation system during an evacuation scenario. Additionally Alert MoVal is the City's early warning notification system to proactively alert residents of areas with constrained access in the event of a disaster requiring emergency evacuation. The City can also receive notifications from Alert RivCo for residents and businesses within Riverside County.



The City of Moreno Valley's Emergency Alert and Warning Notification System is utilized to rapidly send notifications to all residents and businesses in an affected area in the event of an emergency or disaster.

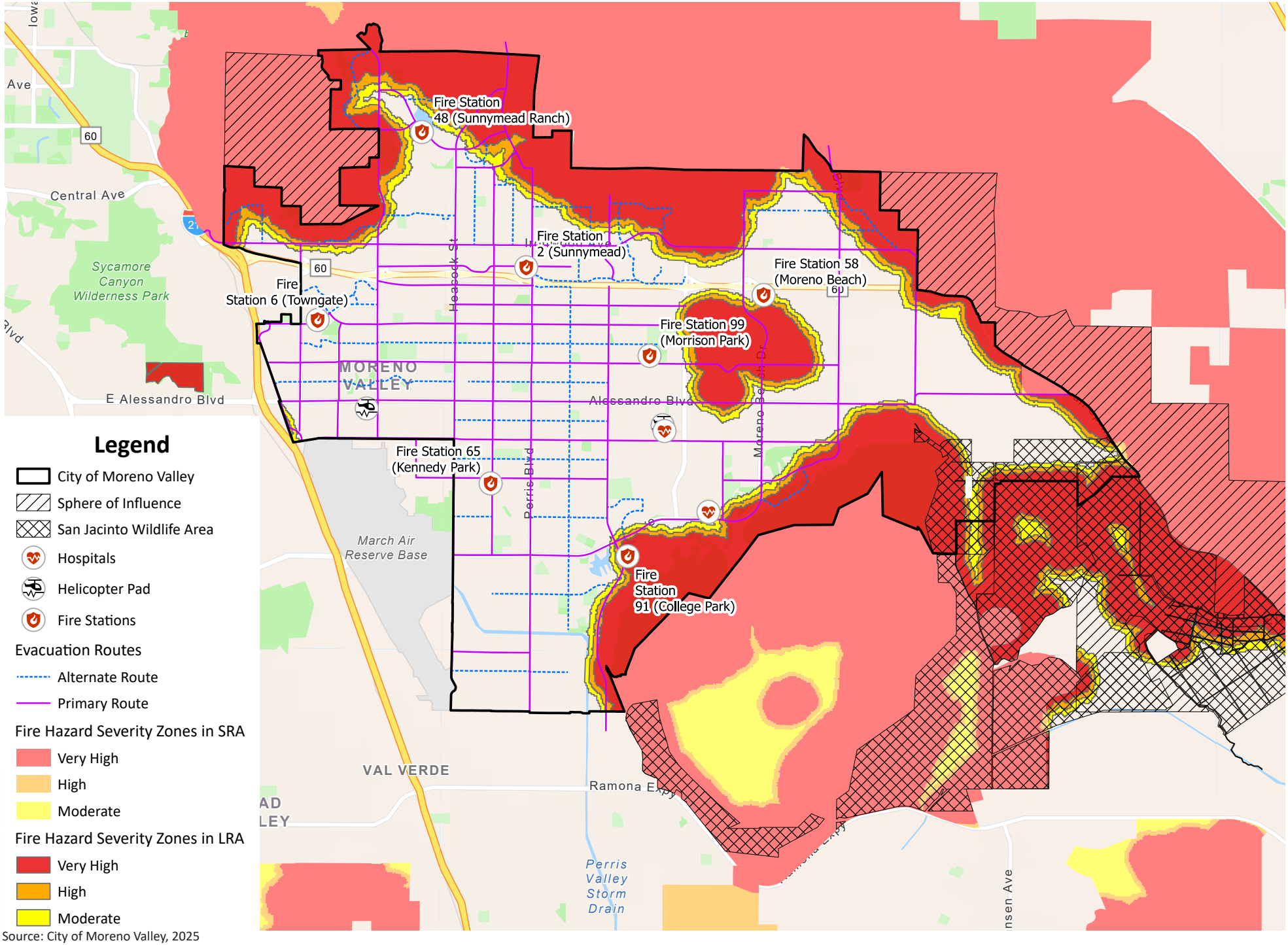
Areas at greatest risk from fault rupture, flooding, and wildfire are generally concentrated in the north, northeastern, and eastern portions of the City.

Map S-7 Emergency Evacuation Routes



Source: City of Moreno Valley, 2025

Map S-8 Evacuation Routes and Fire Hazard Severity Zones



Source: City of Moreno Valley, 2025

Under emergency evacuation scenarios involving one or more of these events, access via Reche Canyon Road, Redlands Boulevard, SR 60, and Gilman Springs Road is most likely to be impacted. An analysis of multiple factors, including household access to vehicles, network constraints, distance to available exit gateway, and traffic signal timing indicates that roadway capacity will allow for evacuation of the northwestern area of the City to be completed in approximately 2.5 hours and evacuation of the northwestern area to be completed in approximately 1.5 hours.

Evacuation times could be improved with the implementation of technological and design strategies. For example, the use of painted medians instead of raised medians on roadways in areas of highest risk shown on Map S-6 would effectively allow for reversible lanes that create additional outbound capacity. Application of this strategy would approximately double evacuation capacity in the northwestern portion of the City. Further, remote control of signal timing from the City's Traffic Management Center (TMC) allows for real-time modifications to signal timing that can speed evacuation in the event of emergency. Approximately half of the traffic signals in the City are currently connected to the TMC and Moreno Valley General Plan policy provides for the implementation of this technology in vulnerable areas as a priority going forward. Moreno Valley General Plan policy also provides for exploration of additional actions to facilitate emergency evacuation, including the study of improved roadway connections, including Morton Road/Gernert Road in unincorporated Riverside County to the west of Moreno Valley.

In 2018, the City began the LISTOS public education program to help raise awareness of emergency and disaster preparedness measures in the community. Staff takes information out to the community and offers an 8-hour "Alertar y Preparar" training course for individuals and families. After participating in LISTOS discussions, community members are encouraged to engage in other opportunities such as CERT.





ACES/RACES (top) and CERT (below) volunteers.

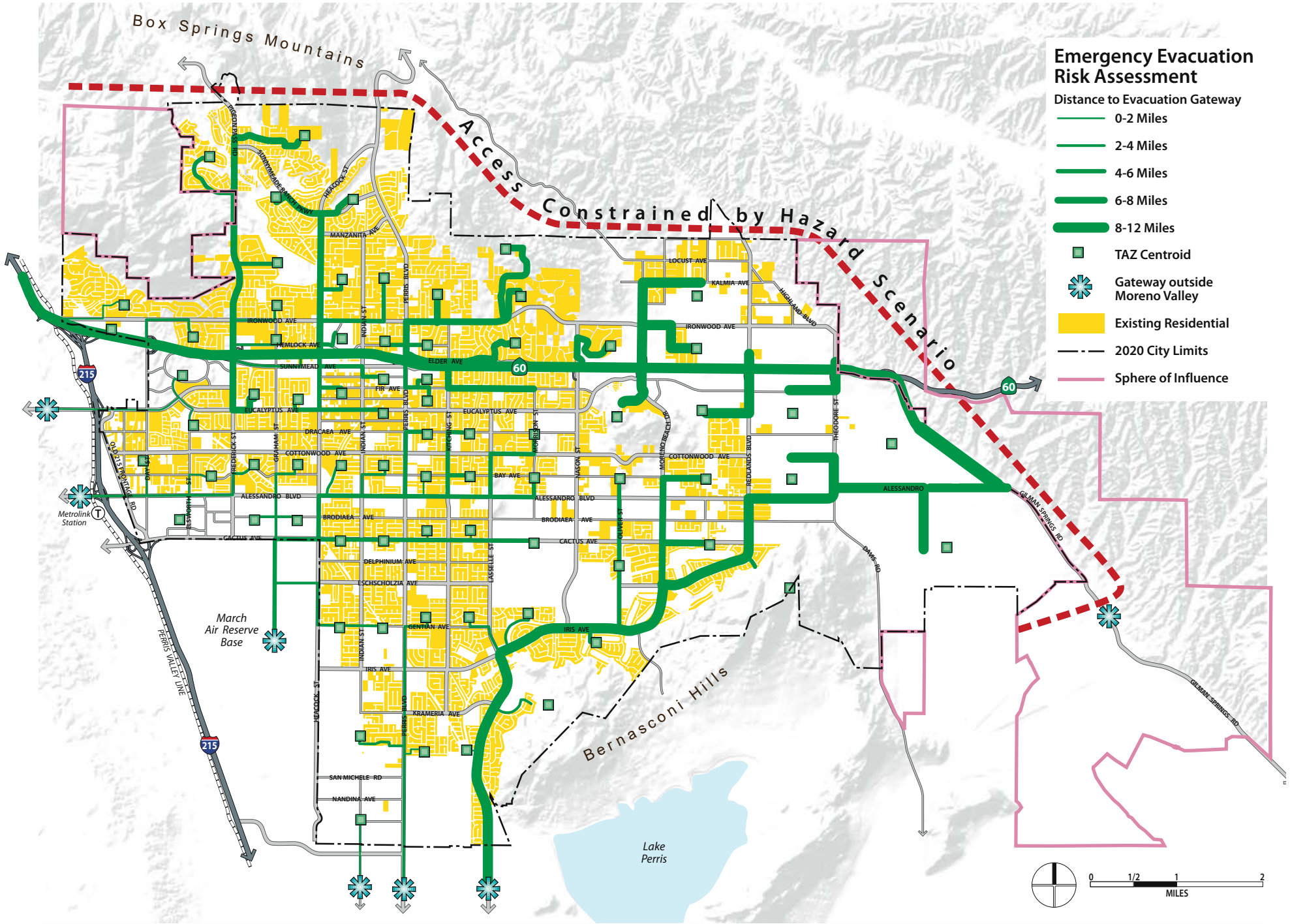
DISASTER RESPONSE VOLUNTEERS

The City of Moreno Valley also relies on emergency volunteer programs, including the following:

- *Emergency Response Force (ERF)* – The ERF consists of professionally trained, multi-level volunteer emergency personnel. The ERF assists during emergency and disaster situations, often reporting directly to the incident commander. ERF members also provide first aid during large public events and gatherings such as the 4th of July festivities. Members receive a wide array of emergency and disaster training including Care and Shelter Operations, Damage Assessment, Medical and Triage, Emergency Response to Terrorism, Automated External Defibrillator (AED), CPR/First Aid, Traffic Control, Search and Rescue, and Evacuation techniques.
- *Community Emergency Response Team (CERT)* – CERT volunteers must attend the 21-hour FEMA course to participate on the volunteer team Graduates are trained to help themselves, their families and their neighborhoods during a disaster and are also trained to work effectively with emergency responders. Examples of training provided in the 21-hour FEMA course are: disaster preparedness, triage and rapid treatment techniques, damage assessment, rescuer safety, search and rescue techniques, cribbing and leveraging, terrorism awareness, and disaster fire suppression. Cribbing and leveraging are terms often used by FEMA in tandem, and they refer to lifting an object slightly with a lever (leveraging) in order to stabilize and support the object beneath with cribbing materials (cribbing).
- *Moreno Valley Amateur Communications Emergency Services/Radio Amateur Civil Emergency Services (MV ACES/RACES)* – In an emergency, amateur radio (ham radio) operators who belong to our Moreno Valley ACES/RACES group, provide emergency communication for the City. Using special equipment, these volunteers, are also capable of sending live pictures from the incident site to the City's Emergemcu Operations Center via ham radio.

Public education and awareness programs are given priority before any emergency occurs and are crucial to all emergency management phases. In 2018, the City began providing public education programs such as Community Emergency Response Team (CERT) and 'Listos' to help raise awareness of emergency and disaster preparedness action in the community. Listos

Map S-9: Emergency Evacuation Risk Assessment



California is a resource for local agencies to bridge the gap between emergency preparedness or response and language barriers. In addition, a free 8-hour CERT training course is provided in English and Spanish for individuals and families that are held at public institutions in the City.

Pre-disaster awareness and education programs are viewed as equal in importance to all other preparations for emergencies and receive an adequate level of planning.

Goal S-2: Provide effective response to disasters and emergencies

POLICIES

S.2-1: Use the LHMP and Emergency Operations Plan to guide actions and investments for emergency preparedness and response.

S.2-2: Maintain area-wide mutual aid agreements and communication links with partner agencies and other participating jurisdictions.

S.2-3: Locate critical facilities, such as hospitals and health care facilities, emergency shelters, fire stations, police stations, emergency command centers, and other emergency service facilities and utilities so as to minimize exposure to flooding, seismic, geologic, wildfire, and other hazards.

S.2-4: Maintain and periodically update the LHMP and Emergency Operations Plan to effectively prepare for, respond to, recover from, and mitigate the effects of natural or human caused disasters that require the planned, coordinated response of multiple agencies or jurisdictions.

S.2-5: Partner with Caltrans and neighboring jurisdictions on measures to protect critical evacuation routes such as SR-60 and I-215 and work with local agencies to develop contingency plans for operations when these and other roads are inoperable due to flooding or wildfire.

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.

S.2-7: Where possible, avoid the installation of raised and planted medians while balancing the need to increase tree canopy in areas shown on Map S-6 unless installation is required pursuant to City Standard Plans. The use of painted medians in these areas will allow for reversible lanes that create additional outbound capacity to facilitate emergency evacuation.

S.2-8: Promote a greater community awareness and understanding of natural and humanmade hazards and steps that can be taken to reduce personal risk by:

- Continuing Community Emergency Response Team Training to educate volunteers about disaster preparedness and train them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations.
- Providing emergency preparedness presentations to service clubs, homeowner's associations and other organizations to enhance preparedness.

S.2-9: Minimize risk and threat of infection or disease by encouraging and promoting participation in annual/seasonal immunization efforts.

ACTIONS

S.2-A: Collaborate and coordinate with the Riverside County Public Health Department to promote community awareness regarding prevention and protections from communicable disease and/or pandemic flu, including the provision of information to the public in English and Spanish.

S.2-B: Provide information on major evacuation routes and notification systems used for emergency alerts to residents and businesses in Moreno Valley.

S.2-C: Use the early warning notification system to notify residents by phone, text, or email of the need to evacuate in the event of emergency and the location of evacuation centers, particularly residents of vulnerable areas and neighborhoods with constrained emergency access.

S.2-D: Prioritize the connection of traffic signals in areas shown on Map S-6 to the City's Traffic Management Center to allow for real-time modifications to signal timing that can speed evacuation in the event of emergency.

S.2-E: Work with Riverside County, railroad operators, and other emergency response agencies to address disconnected routes

and explore roadway improvements that can provide better emergency access under emergency evacuation scenarios.

S.2-F: Evaluate options for ensuring emergency power at critical and community facilities, including microgrids, solar capture and storage, distributed energy, and back-up generators. Consider the ability to reduce utility costs and carbon emissions in the assessment.

S.2-G: Consider creating neighborhood level plans to improve initial emergency response, subsequent recovery, and ongoing self-sufficiency within the City.

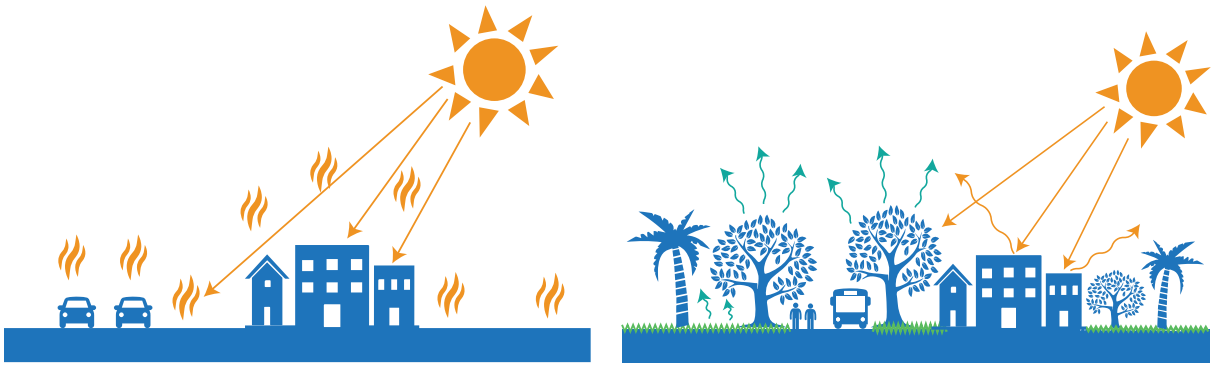
S.2-H: Work with property owners and Home Owners Associations in Very High Fire Hazard Severity Zones to explore options for improving emergency access in areas where existing roadways may not be fully compliant with current standards.

Community Resilience to Climate Hazards

According to Cal Adapt, a tool providing peer-reviewed climate change data at local levels throughout California, Moreno Valley is predicted to experience a range of climate-related impacts, including extreme heat, wildfire, extreme precipitation, and flooding. The climate hazards described below provide a range of projections under Representative Concentration Pathway (RCP) 4.5 and RCP8.5 scenarios. RCP4.5 represents a moderate greenhouse gas (GHG) emissions scenario in which GHG emissions are somewhat curbed based on human intervention, whereas RCP8.5 represents a high emissions scenario where no intervention is taken. RCPs are developed by the Intergovernmental Panel on Climate Change (IPCC) and are often used by decision-makers to plan for GHG resiliency and mitigation measures.

EXTREME HEAT

As global temperatures rise, Moreno Valley is predicted to experience a range of climate-related impacts, including extreme heat, wildfire, extreme precipitation, and flooding. Under medium and high emissions scenarios, the average annual maximum temperature in Moreno Valley is projected to increase by 5°F to 6°F by 2050. The increase in temperature will likely result in more frequent and longer heat waves, causing stress on people, infrastructure, and services. These changes pose a risk to human health where individuals with preexisting health conditions such as respiratory disease, individuals with mobility difficulties, or those working outdoors are more susceptible to heat stress that may increase the rate of hospitalizations. Extreme heat and temperatures can also increase the likelihood of drought, wildfire risk, and diminished air quality, resulting in more frequent power shut-offs.



Urban heat island effect, demonstrated in the diagram above, is a condition in which man-made materials like asphalt, concrete, and brick absorb and retain more of the sun's heat than natural elements. Planting more trees and using UV-reflective materials and coatings on buildings can help reflect and absorb that heat through evaporation, transpiration, and albedo.

Urban heat islands can also exacerbate extreme heat impacts in developed areas. The "heat island effect" is an urban condition that occurs because man-made materials, like asphalt, concrete, and brick, absorb and retain more of the sun's heat than natural elements like trees, fields, and bodies of water, making outdoor gathering places uncomfortable or even unhealthy. Urban heat islands can exacerbate already dangerous summer temperatures and put more strain on the electricity grid through higher air conditioning use. Landscape developments are required to reduce heat and humidity by utilizing tree plantings to create shaded microclimates and increase resiliency (Moreno Valley Municipal Code § 9.17.010). The Parks and Public Spaces Element discusses the need to increase tree canopy and its role in reducing heat island effect. Utilizing building materials such as cool roofs, reflective coatings, light-colored pavements, and high-performance insulation and site design techniques such as building orientation, strategic placement of landscaping and windows, and use of courtyards and breezeways can provide passive cooling and reduce energy demand are also required (Moreno Valley Municipal Code § 9.17.080).

As the number of extreme heat days increases due to climate change, the need to expand access to cooling centers and thermally comfortable public spaces has become a pressing public health and climate

resilience priority. In response to acute symptoms of heat stress, the City has designated cooling centers for City residents to be used when temperatures are at 97°F or above for more than two days. These include the Moreno Valley Public Library (Main Branch), Iris Plaza Conference Center, Moreno Valley Senior Center, and the Conference and Recreation Center on Frederick Street. To increase community resilience to extreme heat, the City has identified additional public and private facilities that could serve as cooling centers, including school multipurpose rooms, community faith centers, and libraries in outlying areas under Policy S.3-5. Upgrades such as improved signage, ADA-compliant access, backup power, and multilingual outreach materials can make these facilities more accessible and reliable during emergencies.

WILDFIRE

Wildfire risk is anticipated to increase with wildfire season starting earlier, running longer, and increasing in severity. Since 2019, the extent of VHFHSZs within local responsibility areas has increased and includes fire stations and other critical facilities located in HFHSZs or VHFHSZs. Additional resources would be needed to support the MVFD in responding to wild and urban fires, among other responsibilities. The MVFD implements standards for vegetation and clearance, building signage, fire access, fire flow, and development within wildland urban interface zones to increase wildfire resiliency. Additional information regarding Fire Protection is provided in the Parks and Public Service Element.

EXTREME PRECIPITATION & FLOODING

Extreme precipitation can also place a disproportionate burden on sensitive populations, where intense rainstorms can cause hazardous road conditions and power outages that may isolate households. According to Cal-Adapt, under medium and high GHG emission scenarios, annual precipitation is projected to decrease but maximum rainfall during a 24-hour storm is projected to increase by 0.075 to 0.090 inches. This indicates that precipitation events are likely to be more intense and within a shorter wet season. Historic records show that flooding events typically occur in urbanized residential areas, indicating that precipitation is occurring faster than it is draining. As new drainage features are installed, it is important to consider increased flow volumes and incorporating LID techniques and BMPs since climate change is anticipated to exacerbate urban flooding.

Looking to the future, Moreno Valley will continue to collaborate with other public agencies, organizations, and institutions in the region in developing and implementing programs that are environmentally, economically, and socially beneficial. Raising public awareness of climate-related impacts and measures that community members can take to protect themselves is also a critical part of the approach. The overarching goal is to prepare residents for a changing climate and build resilience among all segments of the population, particularly those at greatest risk from climate hazards.

SOCIAL VULNERABILITY

The federal Center for Disease Control's Agency for Toxic Substances and Disease Registry describes social vulnerability as a community's ability to prevent human suffering and financial loss in the event of a disaster such as disease, flooding, or other hazards. Climate change can exacerbate socio-economic disparities, resulting in an unequal burden on households who may need more resources to respond to hazard events thus increasing social vulnerability. The City contains a number of census tracts identified as disadvantaged, in which the western portion of the City contains the most vulnerable households. This portion of the City contains a mix of high-density residential development, industrial development, and a major highway: CA-60. Census tracts located in these areas are generally exposed to higher levels of pollution, higher rates of poverty, lower rates of vehicle access, and have crowded households, among other things. Although there are many influences and factors that impact social vulnerability, the Environmental Justice Element and Climate Action Plan identify measures to reduce burdens on disadvantaged communities in the City. The measures take into account pollution exposure, dignified housing, civic engagement, and climate mitigation measures to increase social resilience against climate-exacerbated hazards.

CRITICAL FACILITIES

Critical facilities in a city are those essential structures, services, and resources that are vital for the wellbeing and functioning of the community, particularly during and after disasters or emergencies. These facilities are considered critical because their disruption or damage can have severe consequences for public safety, health, and the overall recovery of the community. Table S-1 provides the list of various critical facilities as identified by the City's Public Works Department as part of the approved LHMP. Map S-6 shows the location of these critical facilities.

Table S-1- List of Critical Facilities

Critical/Essential Facility Type	*Quantity*
City Hall	1
Emergency Operations Center	1
Public Safety Building	1
Conference and Recreation Center (EOC Family Care Center)	1

Corporate Yard	1
Animal Shelter	1
Annex #1	1
Fire Stations	7
Electric Utility (MVU)	1
City Library	1
Hospitals/Urgent Care/Dialysis	8
Residential Care Facilities	134
College	1
Schools (5 high schools, 9 middle schools, 28 elementary schools, 10 charter schools)	61
Pharmacies	19
Total	**239**



Goal S-3: Build community resilience to climate change

POLICIES

S.3-1: Continue to collaborate in regional climate action planning initiatives.

S.3-2: Partner with local utilities, regional agencies, and local jurisdictions to assess the vulnerability of energy infrastructure and identify improvements that increase resilience of local energy infrastructure.

S.3-3: Consider climate impacts, risk, and uncertainty in designing and evaluating the City's Capital Improvement Plan design and adjust infrastructure design standards and project locations to address asset- and site-specific vulnerabilities.

S.3-4: Employ best practices and protocols for outdoor safety on City operations and projects to accommodate City staff and City contractors during high temperature days and heat waves.

S.3-5: Expand access to and awareness of cooling centers and resilience hubs throughout the City, especially for outdoor workers, seniors, and the homeless and other vulnerable populations, particularly households located in census tracts identified as a disadvantaged community.

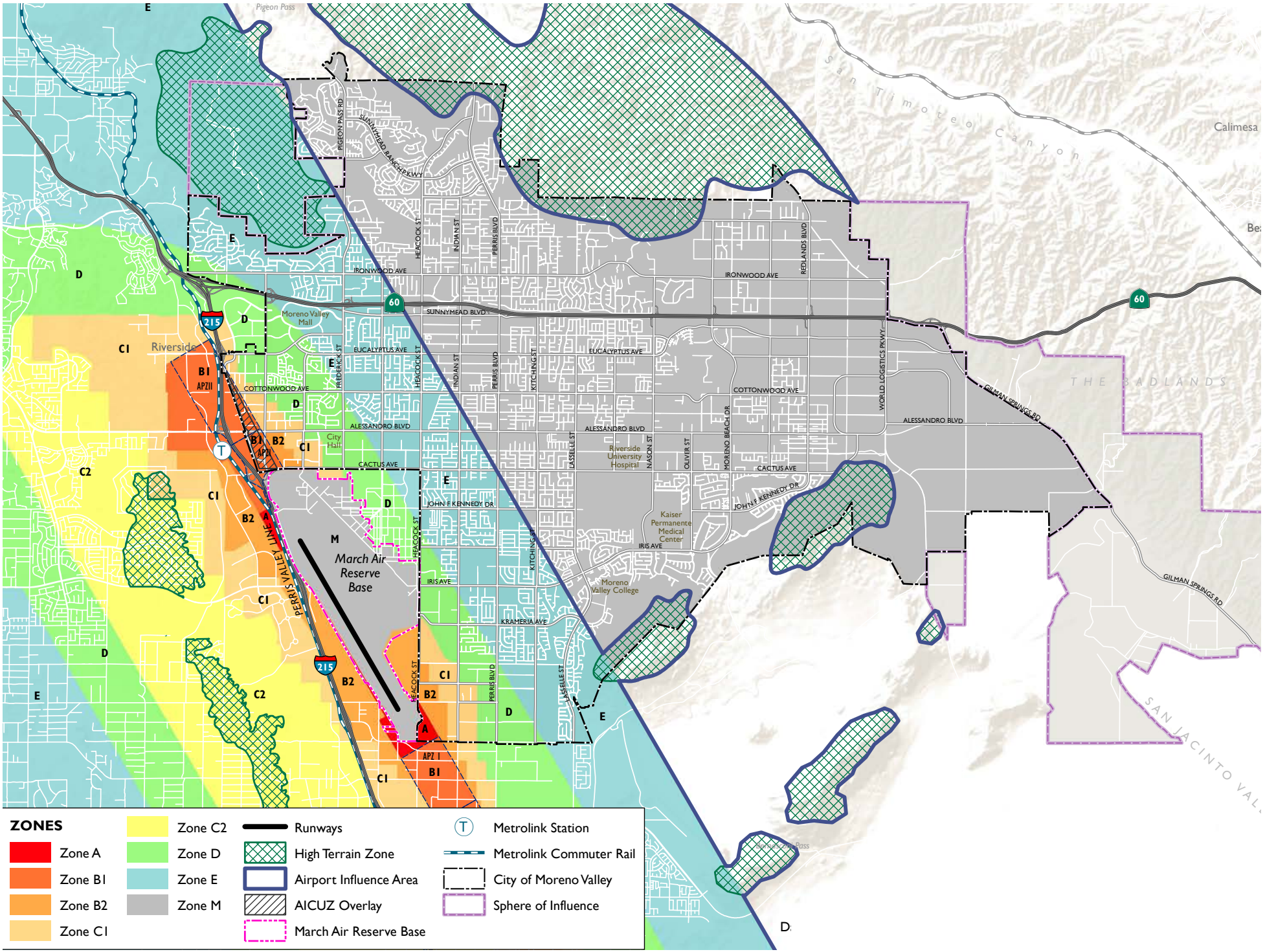
S.3-6: Encourage the use of landscaping, building materials, and site design techniques that provide passive cooling and reduce energy demand. In particular, promote the use of voluntary measures identified in the California Green Building Code (Title 24, Part 11 of the California Code of Regulations) to minimize heat island effects, including hardscape and roof materials with beneficial solar reflectance and thermal emittance values and measures for exterior wall shading.

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 may have less foliage, interspersed with leafier trees at points where people gather.

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.

S.3-9: Use the Alert MoVal system to notify residents by phone, text, or email of extreme weather conditions such as heat waves, and the availability of shelters, cooling centers, and resilience hubs.

Map S-10: Airport Land Use Compatibility Zones



S.3-10: Encourage maintenance or removal of overgrown or dead trees that may pose a falling hazard in windy conditions.

ACTIONS

S.3-A: Identify additional locations for cooling centers and resilience hubs in Moreno Valley and ensure the locations develop backup power sources in the event of a power outage.

S.3-B: Prepare a Landscape Manual or enhance landscape standards in the Municipal Code to mitigate urban heat island effects. In addition to identifying a climate-appropriate planting palette and recommended plant mix, targets for street tree canopy, shade structure coverage, and asphalt paving coverage should be identified and the reflectance of stone and rock ground cover in heat generation should be considered.

S.3-C: Explore establishing a tree planting and maintenance program in partnership with local community groups or non-profit organizations.

S.3-D: Work with the Riverside Transit Agency (RTA) to study the feasibility of bus shelter design that offers protection and relief from heat, including the incorporation of drinking fountains and shade trees with drip irrigation.

Airport/Aviation Safety

Airport operations pose risks to people and property located nearby and those to the safety of people on board aircraft. In the General Plan, safety impacts are mitigated primarily through land use policies that specify the types of land uses near the airport, thus limiting the number of people exposed to the risk of an accident and protecting airspace from land uses that can create hazards to flight. Other strategies to address risk include reducing the potential for bird strikes and electromagnetic interference that can disrupt airport operations systems.

The March Air Reserve Base (MARB) and the March Inland Port (MIP) is located along the southwest border of Moreno Valley. MARB/MIP is a joint-use airport, used for both military and civilian purposes. Originally a March Air Base, the MARB/MIP was established by a joint use agreement between the Department of Defense and March Joint Powers Authority (JPA) in 1997. The JPA is the recognized local reuse agency charged with planning for the economic redevelopment of surplus properties at the Base. Under the agreement, the public and military entities share essential aviation facilities such as the control towers and runways, as well as maintenance of facilities, under this joint use arrangement. The March Inland Port Airport Authority (MIPAA), established by the JPA, is responsible for the development and operations of the public use airport.

The Riverside County Airport Land Use Commission adopted an update to the Airport Land Use Compatibility Plan (ALUCP) for the MARB/MIP in 2014. The ALUCP is primarily based upon the U.S. Air Force's Air Installation Compatibility Use Zones Study for the March Air Reserve Base (AICUZ). The ALUCP incorporates noise and safety protection measures equivalent to or greater than recommended in the AICUZ. While no modifications to the existing airport runways or approaches are anticipated, the ALUCP studied potential future military and civilian aircraft activity to inform the development of unique Airport Compatibility Zones each with its own land use restrictions in consideration of projected future use by both military and civilian aircraft. The compatibility zones (shown on Map S-10) and their associated restrictions account for noise and overflight factors as well as safety and airspace protection factors. Within the City limit, there is a special zoning overlay for the AICUZ that limits public exposure to aircraft accidents and noise and encourages future development that is compatible with the continued operation of March Air Force Base. Ongoing coordination with the March Air Reserve Base, the March Joint Powers Authority, and the March Inland Port Airport Authority will help to reduce the exposure of people and property to hazards from any flight accidents, as well as reduce the risk of an accident involving aircraft in flight over the City.

Goal S-4: Minimize airport safety hazards and promote compatibility with airport operations.

POLICIES

S.4-1: Minimize airport hazards in Moreno Valley through consistency with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUC Plan).

S.4-2: Review all projects within the March Air Reserve Base/Inland Port Airport Influence Area for conformance with the compatibility criteria outlined in the March ALUC Plan.

S.4-3: Minimize the potential for development adjacent to the March Air Reserve Base/Inland Port Airport to adversely affect airport operations such as by reducing the potential for bird strikes, and electromagnetic interference, and glare.

S.4-4: Coordinate with the March Air Reserve Base, the March Joint Powers Authority, and

the March Inland Port Airport Authority to ensure that roadways are designed to safely accommodate airport vehicles and that airport-related traffic is routed to minimize hazards to or conflicts with Moreno Valley residents and businesses.

S.4-5: Use education and practical ways of reducing exposure to electromagnetic fields (EMFs) near transmission lines and other sources.

ACTIONS

S.4-A: Update applicable site development standards in the Zoning Code to incorporate measures for landscape design and maintenance on properties immediately adjacent to the MARB so as to reduce the potential for bird strikes. Standards should address planting palette, water features and maintenance practices.



March Air Reserve Base seen from above, 2015



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7 Noise

Sound shapes the way we experience the places where we live, work, and play. A pleasant, healthy noise environment can reduce stress, improve health, and enhance quality of life in the community. In an urban environment, noise is a part of everyday life, but thoughtful planning and design can minimize unwanted noise and create welcoming neighborhoods that residents are proud to call home.

The goals, policies, and actions in this chapter seek to proactively address sources of noise in Moreno Valley, protect against excessive noise, and support the social and economic vitality of the community. This chapter satisfies the statutory requirements for the General Plan Noise Element. Airport land use compatibility is also addressed in the Land Use and Community Character and Safety Elements, while goods movement is addressed in the Transportation Element.



Background

Unwanted noise can be defined as a sound or series of sounds that are intrusive, irritating, objectionable and/or disruptive to daily life. Background noise is primarily the product of many distant noise sources, which constitute a relatively stable noise background exposure, with individual contributors unidentifiable. Noise levels are also affected by short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual. The known effects of noise on humans include hearing loss, communication interference, sleep interference, physiological responses, and annoyance.

People in residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, natural areas, parks and outdoor recreation areas are generally more sensitive to noise than are people at commercial and industrial establishments. Consequently, noise standards for sensitive land uses are more stringent than for those at less sensitive uses. To protect various human activities in sensitive areas, lower noise levels are generally required.

Typically, when noise levels are reported, they are expressed as a measurement over time in order to account for variations in noise exposure. Levels also account for varying degrees of sensitivity to noise during daytime and nighttime hours. The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) both reflect noise exposure over an average day with weighting to reflect this sensitivity.

Existing Noise Sources and Levels

EXISTING NOISE LEVELS

Moreno Valley is subject to typical urban noises such as noise generated by cars on local roadways, noise from intermittent construction activities, and day-to-day outdoor activities. There are also several transportation-related noise sources that operate at the periphery of the City, including Interstate 215 (I-215), the March Air Reserve Base (MARB), and the railway line, as well as State Route 60 (SR 60), which passes through the northern part of the City. Other sources of noise within the City include commercial and industrial centers and property maintenance activities.

Ambient noise monitoring was conducted to assess current noise levels in Moreno Valley at a variety of land uses proximate to major noise sources. Short-term daytime noise measurements were taken adjacent to major noise sources in the City. These measured noise levels included major noise sources (traffic and/or train passbys) in addition to non-traffic noise sources Map N-1 reflects the existing noise level contours for 60, 65, and 70 dBA.

Freeway and Internal Roadways

Roadways are the principal noise source in Moreno Valley. Most of Moreno Valley is located between the I-215 and SR 60 highways. I-215 runs north-south towards the western boundary, while SR 60 runs approximately east-west in the northern part of the City. Roadway noise is expected to remain the principal source of noise in the future. Noise from these sources can be a significant environmental concern for noise sensitive uses, such as residential development where buffers (e.g., buildings, landscaping, etc.) are inadequate or where there is minimal distance from the roadways to sensitive uses.

Airport Noise

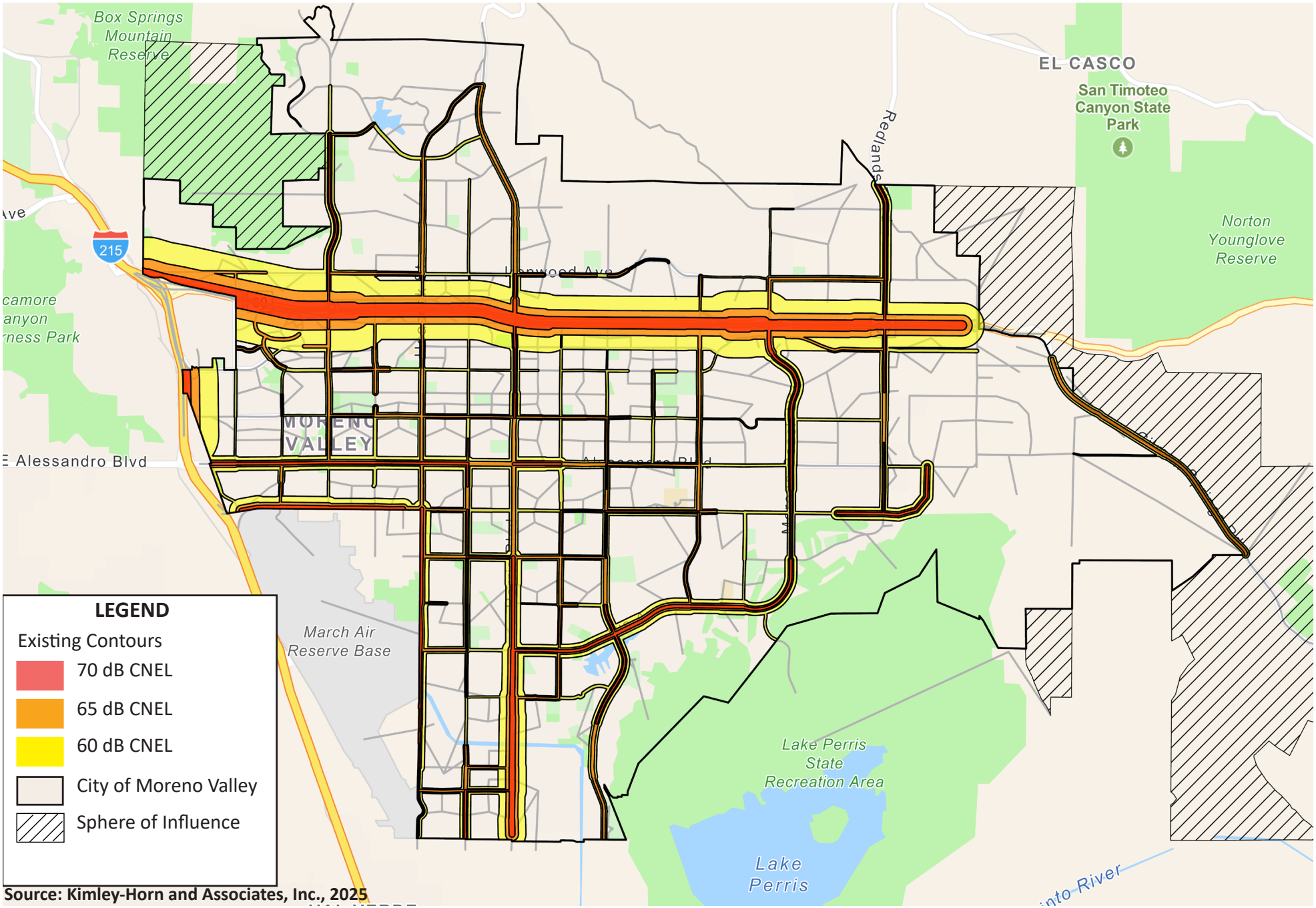
Noise levels due to air traffic from the joint-use airport at MARB depend on aircraft characteristics, the number, path, elevation and duration of flights as well as the time of day that flights take place. Since 1997, MARB has also been home to the March Inland Port, a civilian air cargo facility. As demand for cargo shipping increases, operations at MARB are projected to increase. Map N-2 shows the existing noise contours surrounding MARB. Though most of the City is located outside the MARB 60-CNEL noise contours, noise from aircraft is audible in the western portion of the City and contributes to the ambient noise environment.

Railroad Noise

Train noise, however intermittent, is a major source of noise due to its magnitude. The San Jacinto Branch Line (SJBL) follows the I-215 corridor, and borders the western edge of the City. The SJBL begins at the BNSF mainline in the City of Perris and ends in the City of San Jacinto. A commuter passenger line (Metrolink) and a freight train line travel along SJBL.

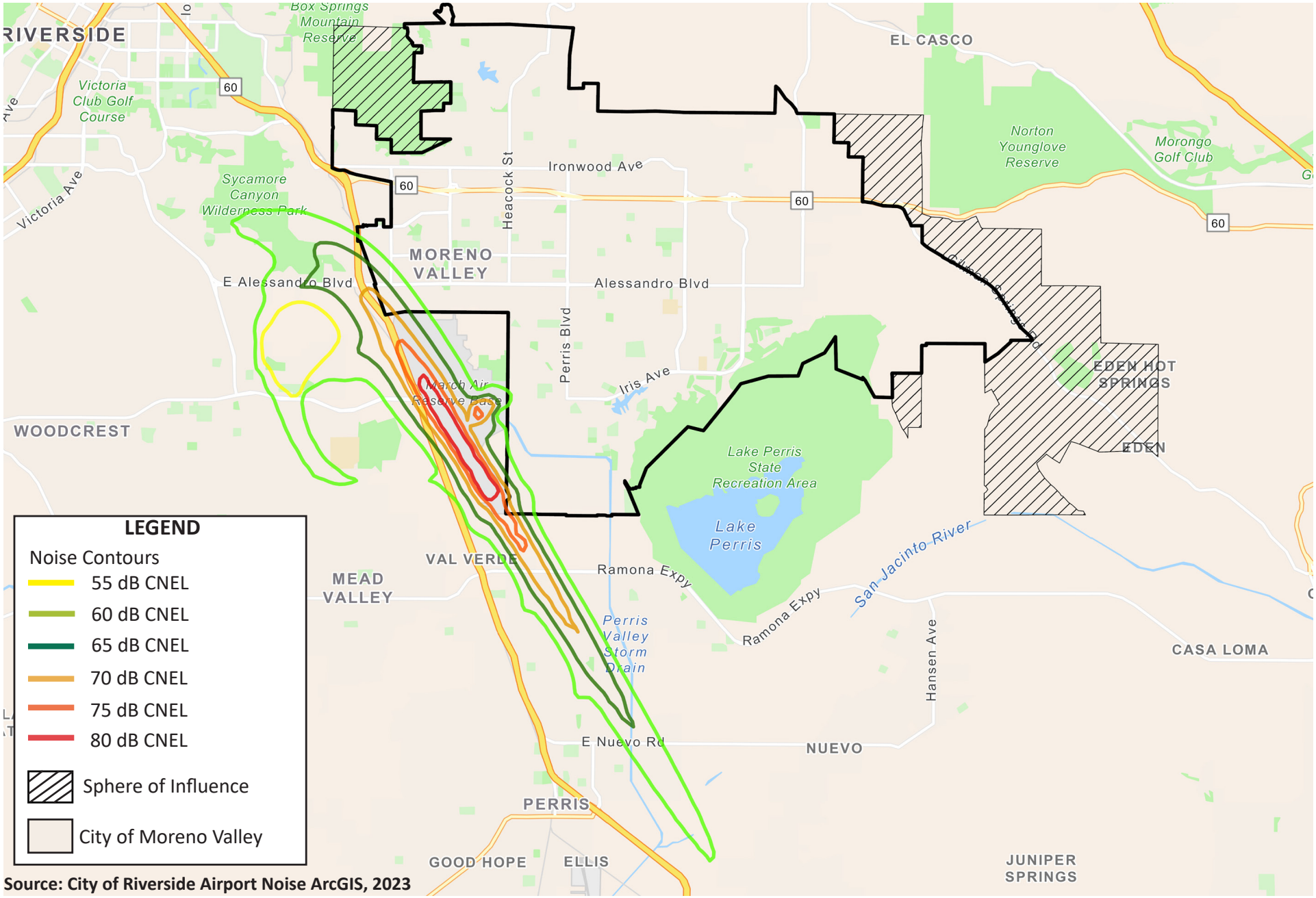
The Metrolink 91/Perris Valley Line is a commuter rail line that stops at the Moreno Valley/March Air Field Station, located between Eucalyptus and Cactus Avenue on the western border of the City. Commuter trains stop several times a day in the morning and evening, and freight trains pass through about twice a day.

Map N-1: Existing Noise Contour



Source: Kimley-Horn and Associates, Inc., 2025

Map N-2: MARB Noise Contour



Source: City of Riverside Airport Noise ArcGIS, 2023



Most of Moreno Valley is located between the I-215 and SR-60 highways; noise from these sources can be a significant environmental concern.



Construction and equipment can produce very high noise levels. The City currently regulates construction activity through Municipal Code Chapter 8.



Aircraft flying in and out of the March Air Reserve Base contribute to the ambient noise environment of the city.

Industrial Noise

Industrial uses, including manufacturing, warehousing, and distribution-related uses, are another source of noise that can have a varying degree of impact on adjacent uses. Mechanical equipment, generators, and vehicles associated with these uses all contribute to noise levels at industrial sites. Existing industrial uses in Moreno Valley are largely concentrated in the southwest of the City, adjacent to MARB and Interstate-215; however, significant light industrial uses are planned at the World Logistics Center site at the eastern edge of the City. While industrial uses are generally concentrated at the periphery of the City, the potential for noise conflicts exists where these uses abut residential areas.

Construction Noise

Construction can be another source of unwanted noise, although typically short-term in duration. Construction is most significant when it takes place near sensitive land uses, such as homes, schools, or hospitals, or when it occurs at night or in the early morning hours. The dominant construction equipment noise source is diesel engines without sufficient muffling; however, impact pile driving or pavement breaking can also generate unwanted noise. The City currently regulates construction activity through Municipal Code Chapter 11.80.

Other Equipment Noise

Other portable or small-scale pieces of equipment may also produce noise effects. Portable power equipment, such as leaf blowers and drills, is ubiquitous in the modern city, and can produce very high noise levels at the location of the work for intermittent periods. Mechanical equipment, such as pumps and fans may produce low noise levels, but continuously and for substantial distances. Other amplified sounds, from automotive audio equipment or loudspeakers also create noise exposure.

PROJECTED NOISE SOURCES AND LEVELS

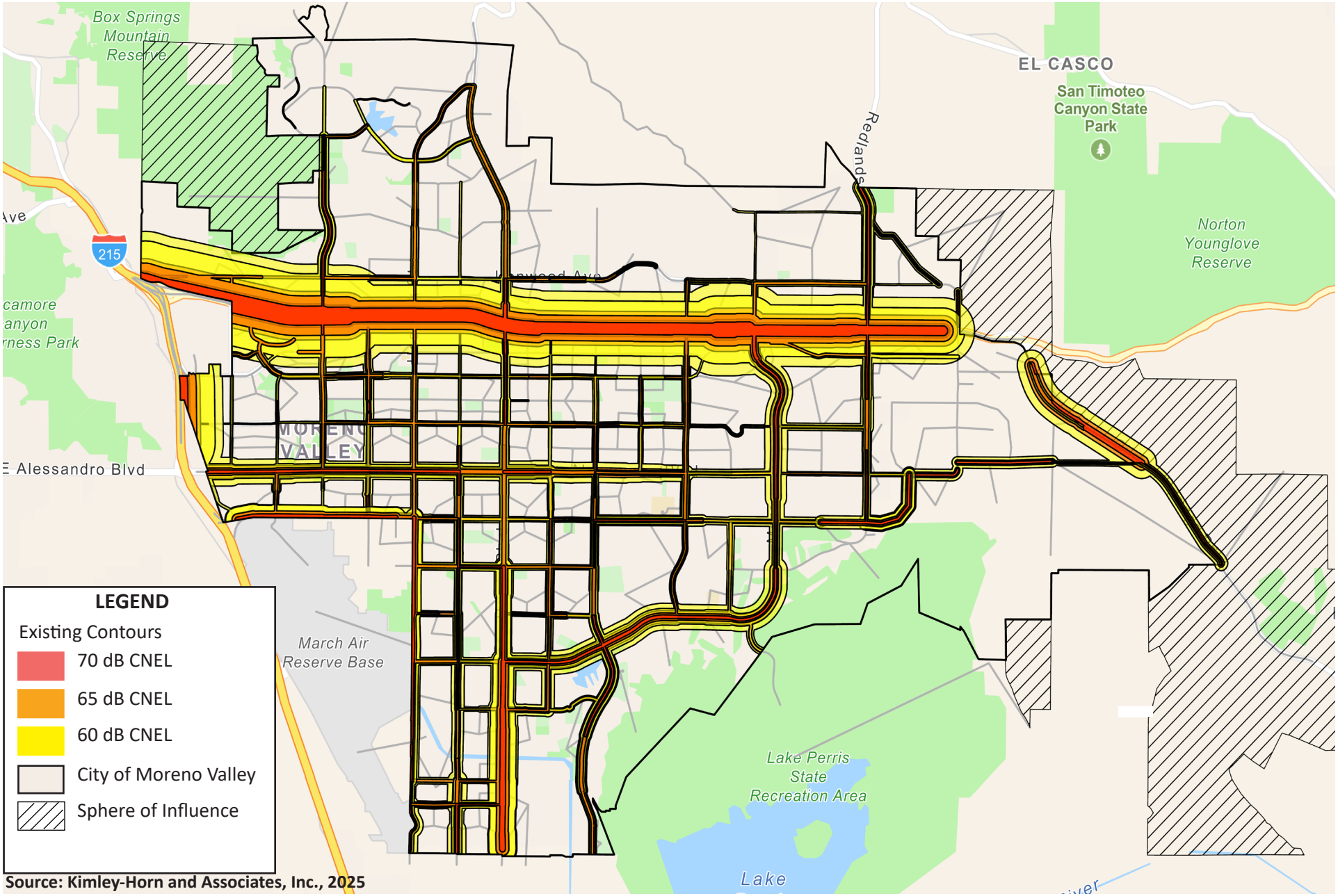
Future development within the Planning Area along with pass-through traffic will result in increased noise levels. Vehicular traffic, including automobile and truck traffic, will continue to be the predominant noise source within the City. The level of vehicular traffic noise varies with many factors, including traffic volume, vehicle mix (including percentage of trucks), traffic speed, and distance from the roadway. Map N-3 shows projected noise level contours at buildout of General Plan land uses in 2040.

Planning for a Pleasant, Healthy Noise Environment

Integrating noise reduction into the planning and design of projects can help address the potential for increased noise as development occurs and ensure a healthy and pleasant noise environment for residents and visitors alike. Proactively reducing noise at its source, separating and buffering noisy land uses, and designing for a quiet indoor environment will contribute to a healthy, livable neighborhood and a vibrant local economy.

In a vibrant city, some noise is inevitable, and making sure that noise-sensitive land uses such as schools and housing are separated from noisy uses is important to ensuring a pleasant, healthy noise environment for all. Land uses have different levels of compatibility relative to noise, and the State of California mandates that general plans include noise level compatibility standards for the development of land as a function of a range of noise exposure values. Noise level is often measured on the Community Noise Equivalent Level (CNEL) scale. CNEL ratings measure levels in noise over a typical day, with higher weight given to noises occurring during evening and sleeping hours. Table

Map N-3: Future Noise Contours



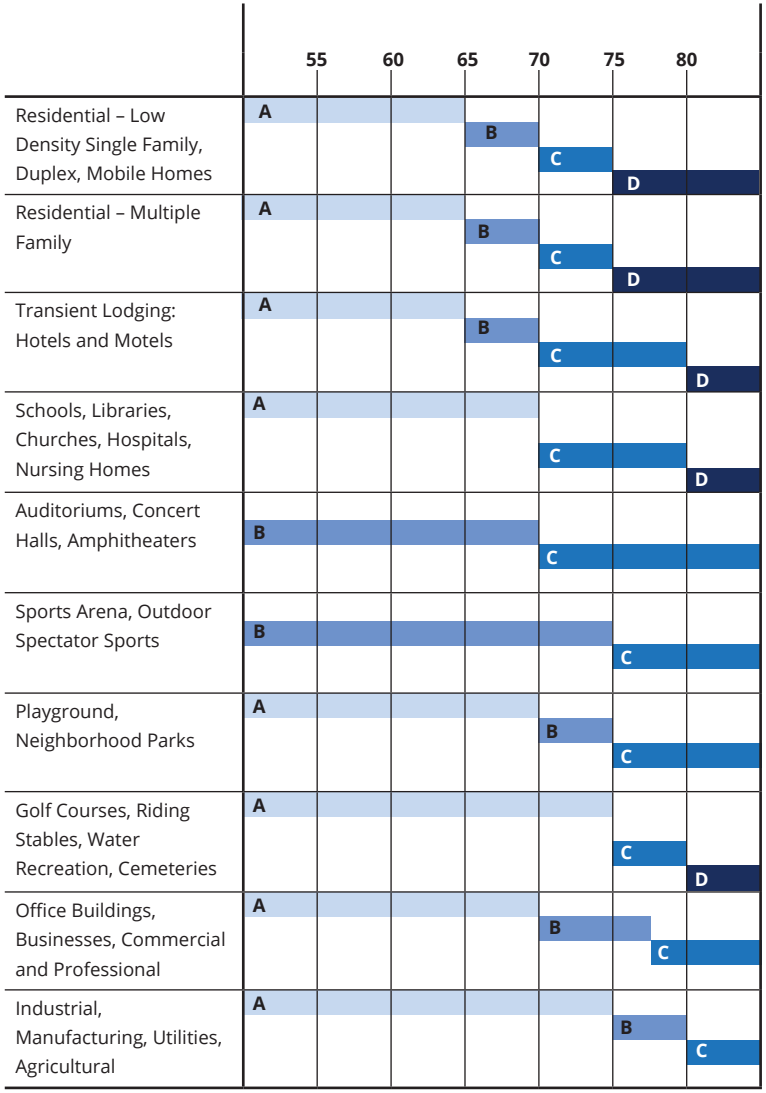
Source: Kimley-Horn and Associates, Inc., 2025

N-1 identifies noise level compatibility standards and interior noise standards to be used to guide land use planning decisions within a given contour.

The Municipal Code also contains regulations intended to ensure best practices in siting new development. The air installation compatibility use overlay district (AICUZ) contained in the zoning code includes standards that limit public exposure to aircraft accidents and noise and encourage future development that is compatible with the continued operation of MARB. Additionally, the City has adopted Good Neighbor Guidelines for warehouse and distribution facilities, which will be revised to incorporate restrictions required by AB 98 (2024), into the zoning code that specify requirements to minimize the potential for impacts from these facilities on surrounding areas, including limiting noise generating activities near residential areas.

Design practices, such as building placement and interior noise proofing, can be used to promote healthy indoor and outdoor noise environments throughout the community. Insulation, primarily used to improve a building's energy performance, can help reduce indoor noise significantly. Sound-reducing window designs and landscaped buffer areas can also reduce interior noise, even in noisy areas. Noise from traffic on the freeways can be reduced by constructing sound barriers with acoustic dampening materials. Sound reducing paving materials can also significantly reduce sound from arterial roads within the city. General Plan policies seek to promote the use of thoughtful planning and design to minimize unwanted noise in the community and promote a pleasant, healthy noise environment.

Table N-1: Community Noise Compatibility Matrix



Source: Governor's Office of Land Use and Climate Innovation (formerly the Governor's Office of Planning and Research), 2017

A

Normally Acceptable:
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

B

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

C

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

D

Clearly Unacceptable:
New construction or development should generally not be undertaken.

Goal PPS-1: Design for a pleasant, healthy sound environment conducive to living and working.

POLICIES

PPS.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.

PPS.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.

PPS.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.

PPS.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 likely to generate noise in excess of these standards.

PPS.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.

PPS.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.

PPS.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.

ACTIONS

PPS.1-A: Continue to review proposed projects for conformance with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, including consideration of the Compatibility Zone Factors shown in Table MA-1 and the Basic Compatibility Criteria shown in Table MA-2, as may be amended.

PPS.1-B: Require dedication of an aviation easement as a condition of development approval for projects within the noise and safety compatibility zones identified by the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as may be amended. The intention of this action is to alert interested individuals, including property buyers and developers, to the proximity of aircraft operations and related noise and safety compatibility protections.

PPS.1-C: Study the feasibility of using alternative pavement materials such as rubberized asphalt pavements on roadways to reduce noise generation. Update City standards as appropriate.



Noise attenuation measures such as double paned windows (above) and rubberized asphalt (below) can reduce noise and mitigate its effects.



Addressing Noise Concerns

As in any bustling and vibrant city, some noise is inevitable in Moreno Valley. Having systems in place to minimize unwanted noise before it occurs, and to manage noise concerns when they arise is important to ensure a healthy and economically dynamic future.

Moreno Valley's Municipal Code establishes allowable levels of noise within the City and consequences for violation of the standards it sets. When instances of excessive noise do occur, residents can report noise complaints to the City's Code & Neighborhood Services Division, the Division responsible for handling violations, including noise complaints, and for generally protecting the health and safety of the community. Noise complaints received by the Division typically involve residential noise, including complaints regarding loud music, animal noise, and noise from unlicensed home business activities.

In addition to the noise controls built into the Municipal Code, the City works closely with the neighboring MARB to coordinate noise control efforts.

As Moreno Valley continues to grow culturally and economically, the potential for noise conflicts will increase, particularly in mixed use areas or locations near public gathering places. While some noise is expected – and even welcome – in a dynamic city, Moreno Valley will continue to ensure that the noises of daily life do not exceed comfortable and pleasant levels for all by maintaining a robust system for addressing noise concerns.

Goal PPS-2: Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.

POLICIES

PPS.2-1: Use the development review process to proactively identify and address potential noise compatibility issues.

PPS.2-2: Continue to work with community members and business owners to address noise complaints and ensure voluntary resolution of issues through the enforcement of Municipal Code provisions.

PPS.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.

PPS.2-4: Collaborate with the March Joint Powers Authority, March Inland Port Airport Authority, Riverside County Airport Land Use Commission, and other responsible agencies to formulate and apply strategies to address noise and safety compatibility protection from airport operations.

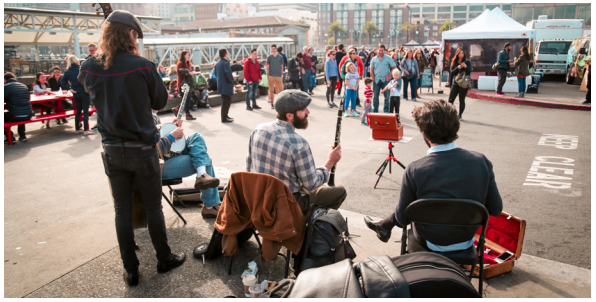
PPS.2-5: Encourage residential development heavily impacted by aircraft-related noise to transition to uses that are more compatible.

ACTIONS

PPS.2-A: Continue to maintain performance standards in the Municipal Code to ensure that noise generated by proposed projects is compatible with surrounding land uses.

PPS.2-B: Update the Municipal Code to establish controls on outdoor noise in public places, such as outdoor dining terraces in commercial mixed use areas, public plazas, or parks. Controls may include limits on noise levels or hours of operation.





Noise is part of a bustling, dynamic city. However, controls such as limits on hours of operation or noise levels can help ensure that the noises of daily life are not unpleasant or uncomfortable.

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8 Environmental Justice

For a community to thrive, its residents need to be healthy, safe, and engaged with one another. The focus of this element is on actions the City can take to promote public health, provide protection from environmental hazards, and enrich the quality of life for all residents of Moreno Valley. It is organized around four key goals: reduced exposure to pollution; safe and sanitary housing; access to healthy food; and active engagement in civic life.

This chapter satisfies the requirements for the Environmental Justice Element of the General Plan; however, community well-being is also addressed in other chapters of the plan. Factors affecting well-being such as access to natural open space and opportunities for physical activity are addressed in the Open Space and Resource Conservation Element and in the Parks and Public Services Element. Quality of the built environment and land use compatibility are addressed in the Land Use and Community Character Element. Active transportation and roadway safety are addressed in the Circulation Element and the Healthy Community Element, while education, training, and employment are addressed in the Economic Development Element.

Background

WHAT IS ENVIRONMENTAL JUSTICE?

At its core, environmental justice is a concept that all people are entitled to live, work, and play in a clean and healthy environment regardless of race, culture, or income. Throughout California and beyond, low-income communities and communities of color have historically experienced discrimination, negligence, and political and economic disempowerment, with the result that today, these groups struggle with both a disproportionate burden of pollution and health impacts as well as disproportionate social and economic disadvantages such as poverty or housing instability. This undesirable reality is considered environmental injustice, and it contributes to disparities in health (e.g., asthma, lead poisoning, and obesity) among populations of different race, ethnicity, and socioeconomic status. Conversely, environmental justice is a concept that aims to reduce and equalize the effects of environmental hazards among all people. Environmental justice provides a specific lens through which to advance equity and protect human health.

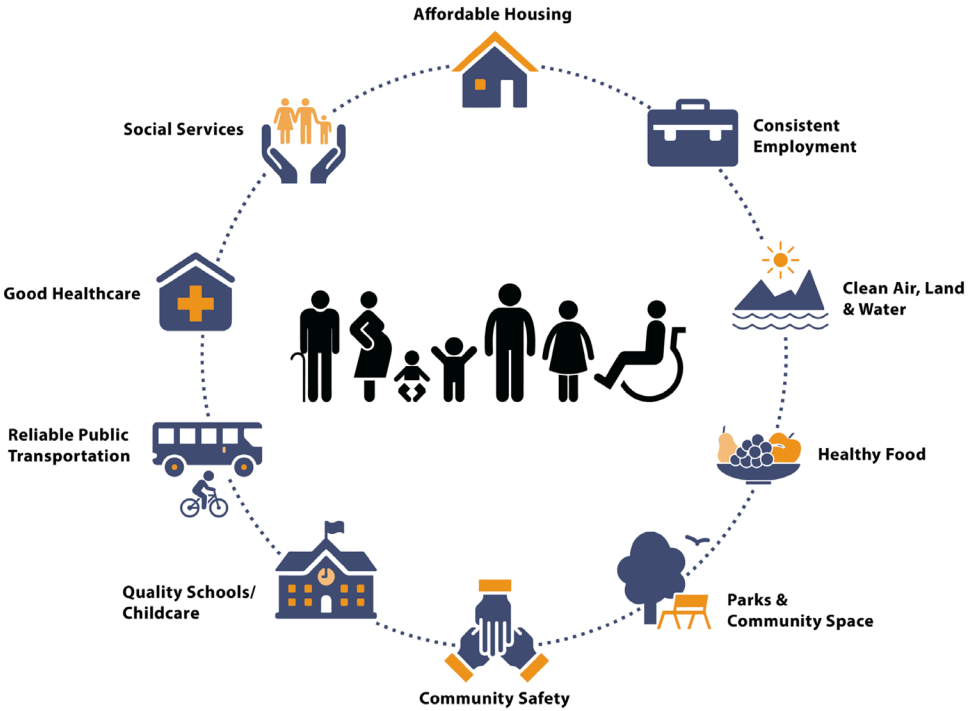
DEFINING DISADVANTAGED COMMUNITIES

The California Government Code defines disadvantaged communities (DACs) as "...an area identified by the California Environmental Protection Agency... or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation."[1] Identified DACs are eligible for Cap-and-Trade funding that can improve community conditions and quality of life.

1 Low-income areas are defined as locations where household incomes are at or below 80 percent of the statewide median income, or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits.

Disadvantaged Communities In Moreno Valley

Enacted in 2012, Senate Bill 535 designates the responsibility for identifying DACs to the California Environmental Protection Agency (CalEPA). In response, CalEPA has developed CalEnviroScreen, a mapping tool that helps identify California communities that are most affected by many sources of pollution and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses 20 indicators to calculate scores for every census tract in California. A census tract is a geographic boundary that is often either the smallest or most complete geographic scale for which data is available. CalEnviroScreen ranks communities based on data that is available from federal, State, regional, and local public agency sources. The scores are mapped so that different communities can be compared; an area with a high score is one that experiences a much higher burden than areas with low scores.
A DAC is defined as an area scoring in the top 25 percent (75-100 percent) through this methodology.



A Healthy and Equitable Environment—Environmental Justice is the right to live, work and play, in a clean and healthy environment regardless of race, culture, or income.

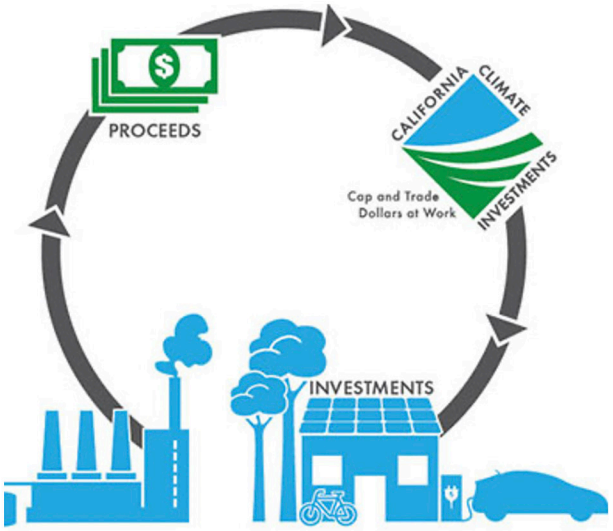
The Cap-and-Trade Program *is a key element of California's strategy to reduce greenhouse gas emissions by setting an overall cap on emissions each year but offering flexibility in how companies achieve it by allowing them to buy/sell pollution credits in auctions. According to a 2017 report by the independent Legislative Analyst's Office, the Program could generate as much as $8 billion over the next 10 years. Senate Bill 535 requires 25 percent of the Program proceeds go to projects that benefit disadvantaged communities and Assembly Bill 1550 further requires 25 percent of the proceeds be spent on projects located in disadvantaged communities. Sample Cap-and-Trade funding projects include efforts to reduce truck pollution near disadvantaged communities, planting trees in cities, providing affordable housing near transit lines, improving energy efficiency in homes, and funding outreach/ engagement tools to empower communities.*

In 2018, the City of Moreno Valley partnered with the Moreno Valley Hispanic Chamber of Commerce, the Family Service Association, and the Riverside University Health System to develop the Engage MoVal Outreach Toolbox, a user-friendly and flexible guide for planning and delivering community engagement processes. This work was funded through a Transformative Climate Communities grant which is funded by California's Cap-and-Trade Program. The disadvantaged community designation can potentially be an important source of funding for general plan programs and subsequent projects that seek to reduce pollution that causes climate change while also improving public health, quality of life, and economic opportunity in California's most burdened communities.

Overview

Out of a total of 46 census tracts in the Planning Area, 24 are designated as DACs under SB 535 and all are located within the City limit. Designated DACs, shown in Map EJ-1 and Table EJ-1, are generally concentrated in the more densely populated areas in the west of the City, close to the freeways and major transportation corridors. The residents of these areas tend to be younger and have lower levels of educational attainment than residents of other areas of the City. The median age of DAC residents is 29.5 years, as compared to 32.3 in other areas of the City, and nearly 60 percent of DAC residents did not go to college. DACs also have a higher percentage of Hispanic/Latino residents (65 percent) than other areas of Moreno Valley (50 percent).

While Map EJ-1 and Table EJ-1 display the composite scoring results used by the State to identify DACs, they do not present a full picture of the environmental justice issues at play in the community. Individual indicators/topic areas are subsequently discussed to provide a more comprehensive understanding of environmental justice priorities in Moreno Valley.



Identified "Disadvantaged Communities" are eligible for Cap-and-Trade funding that can benefit residents.

The four broad groups CalEnviroScreen Indicators used for scoring/identifying DACs are listed below.

- ***Exposure Indicators*** *are based on measurements of different types of pollution that people may come into contact with (e.g., smog, drinking water contaminants, toxic releases from facilities).*
- ***Environmental Effect Indicators*** *are based on the locations of toxic chemicals in or near communities (e.g., cleanup sites, groundwater threats, solid waste sites and facilities)*
- ***Sensitive Population Indicators*** *measure the number of people in a community who may be more severely affected by pollution burden because of their age or health (e.g., those with asthma or cardiovascular disease).*
- ***Socioeconomic Factor Indicators*** *are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects (e.g. low household income, low educational attainment, and unemployment).*

Community Health Profile

In 2019, Kaiser Permanente released a Community Health Needs Assessment (CHNA) Report for its Moreno Valley Service Area intended to help characterize the community's unique needs and resources, inform community investments, and help develop strategies aimed at making long-term, sustainable change. Of the 12 health outcomes studied, the Moreno Valley Service Area performs better than the State average in eight out of 12; however, it does not perform as well as the State average in four areas: asthma, obesity, poor mental health, and poor oral health. The top five causes of death in Riverside County are asthma, cancer, cardiovascular disease, stroke, and violence/ injury; the Moreno Valley Service Area performs better than the State average in four out of five areas (cancer excluded).

Socio-demographic factors also contribute to the overall health profile of a community, particularly the characteristics that make some residents more vulnerable to poor health outcomes. In Moreno Valley, about 12 percent of residents do not have health insurance and while not universally true, the most vulnerable segments of the population typically have lower levels of educational attainment. In Moreno Valley, about 23 percent of the population 25 years and older have less than a high school education, which is comparably greater than the County (about 18 percent). The average age in the City is older than in the County as a whole, with about 27 percent of the population under 18 years old as compared to about 22 percent in the County. Further, about six percent of the population is under age five, and about 9.6 percent is 65 years or older. These demographic characteristics are relevant to environmental justice as young children and the elderly are also typically more sensitive to illness or adverse effects from pollution exposure.[2]

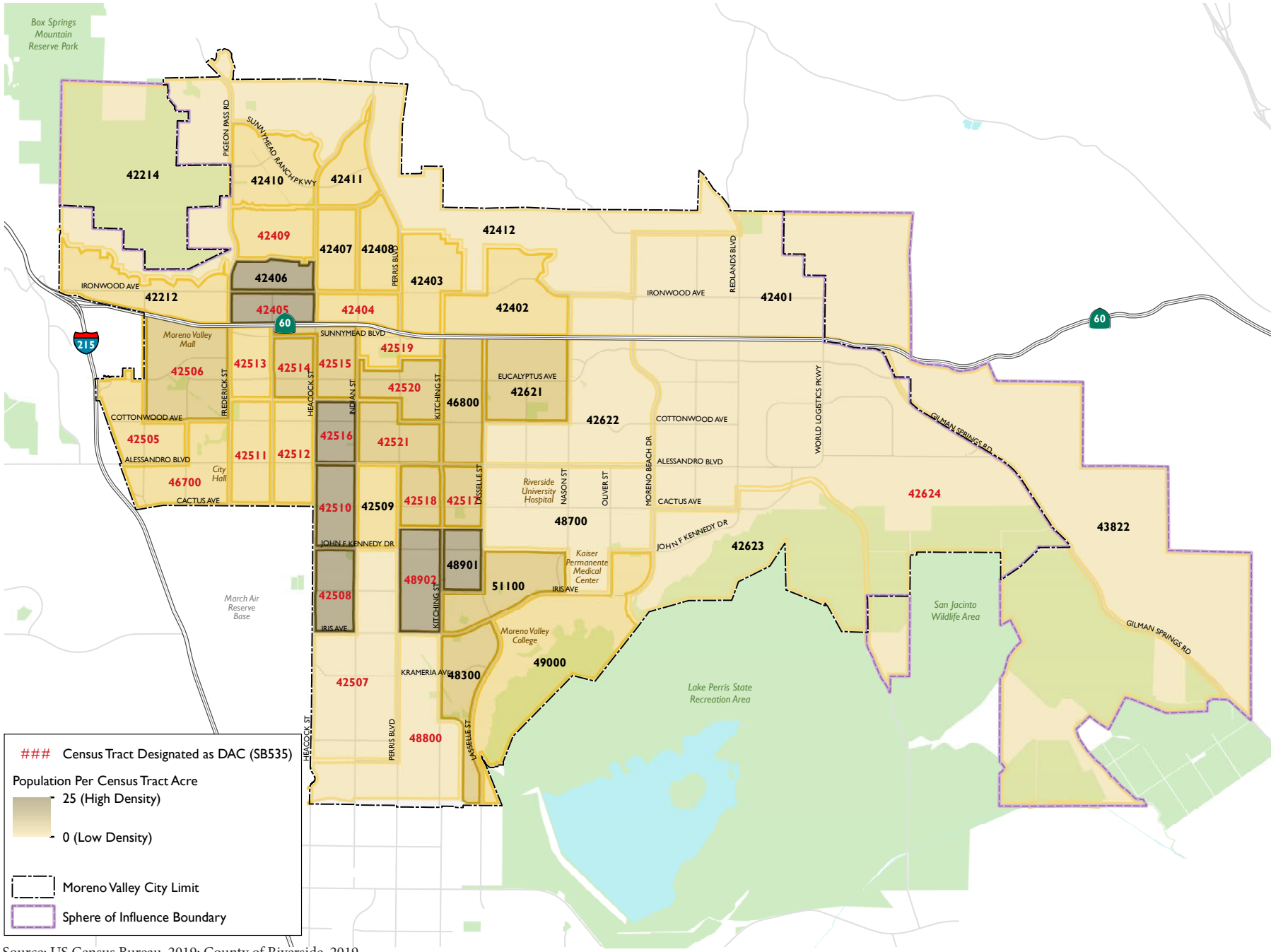
Table EJ-1: CalEnviroScreen Scores of DACs in the Planning Area

CENSUS TRACT	CALENVIROSCREEN SCORE	CALENVIROSCREEN PERCENTILE RANGE	POLLUTION BURDEN PERCENTILE	TOTAL POPULATION	POPULATION DENSITY (RESIDENTS PER ACRE)
6065046700	69.15	95-100%	98	4,442	8.13
6065042505	65.65	95-100%	95	3,639	8.02
6065042508	59.68	95-100%	89	4,888	15.42
6065042507	54.89	90-95%	88	5,011	3.88
6065042620	52.05	90-95%	90	10,463	176.40
6065048800	51.24	90-95%	79	4,512	4.12
6065042510	50.56	85-90%	70	5,048	15.90
6065042511	50.03	85-90%	62	3,308	8.33
6065042512	49.74	85-90%	70	3,200	8.04
6065042506	49.65	85-90%	75	9,483	12.53
6065042515	49.27	85-90%	59	3,803	11.44
6065042513	47.62	85-90%	74	3,379	11.84
6065042405	46.69	85-90%	74	4,997	19.92
6065042516	46.65	85-90%	55	4,177	17.45
6065042514	46.62	80-85%	58	3,165	13.07
6065042519	43.85	80-85%	52	1,706	7.23
6065042404	43.18	80-85%	51	2,038	8.07
6065042520	41.57	75-80%	44	4,669	12.71
6065042624	41.48	75-80%	65	3,784	0.45
6065042518	41.24	75-80%	46	3,670	14.87
6065048902	40.74	75-80%	49	5,957	14.54
6065042521	39.92	75-80%	46	4,922	12.30
6065042517	39.60	75-80%	43	3,278	14.08
6065042409	39.38	75-80%	53	3,299	8.58

Note: Total population by census tract from 2010. Source: CalEnviroScreen, 2019; Dyett & Bhatia, 2019

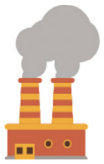
2 2023 American Community Survey 5-Year Estimates.

Map EJ-1: Disadvantaged Communities (Senate Bill 535) and Population Density



Source: US Census Bureau, 2019; County of Riverside, 2019

Environmental Justice Topic Areas



Air Quality & Pollution



Safe & Sanitary Homes



Healthy Food Access



Public Facilities & Physical Activity



Civic Engagement & Investment Prioritization



Air Quality and Pollution Exposure

Pollution exposure occurs when people are exposed to air, food, water, and soil pollutants in the course of daily life. In an urban environment, pollution can come from a variety of different sources, including solid waste facilities that emit toxic gases, storage tanks that leak hazardous chemicals into groundwater and soil, agricultural operations using pesticides, cars and trucks emitting exhaust, or stationary sources such as diesel generators emitting exhaust. Ongoing exposure to pollution can worsen existing health conditions and lead to absences from work or school. Long-term pollution exposure can even result in reduced life expectancy. Based on an analysis of CalEnviroScreen data, Moreno Valley is most affected by issues related to air quality, water quality, and hazardous materials, particularly in some of the most densely populated areas in the western portion of the city.

AIR QUALITY

Air quality in the Inland Empire is influenced by both topographical and meteorological conditions. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. As such, air pollution is an ongoing concern in Riverside County and Moreno Valley, where levels of ozone and particulate matter exceed federal and State standards. The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions, when a strong high pressure develops over the Nevada–Utah area and overcomes the prevailing westerly coastal winds, sending steady, hot, dry northeasterly winds over the mountains and out to sea.

Moreno Valley may also face air quality threats from wildfire smoke. More frequent and intense wildfires are a growing public health problem in California, contributing to reduced air quality for people living near or downwind of fire. Health problems related to wildfire smoke exposure can be as mild as eye and respiratory tract irritation and as serious as worsening of heart and lung disease, including asthma, and even premature death. One of the main components of smoke is particulate matter (PM2.5), which is a regulated air pollutant, the association between PM2.5 and heart and lung health effects is well documented.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or increase mortality or serious illness or that may pose a present or potential hazard to human health. Diesel exhaust (DPM) from trucks and cars is the predominant TAC in urban air. In winter, smoke from residential wood combustion can be a source of TACs when cold stagnant air traps smoke near the ground. Emissions of TACs in and around the Planning Area are also generated from mobile sources, including vehicle travel along SR 60 and I-215. Sensitive populations and land uses, such as residential uses, hospitals, senior living facilities, and schools, are better located at a distance from TAC sources. Air filtration systems can help to mitigate the impacts of TACs.

Pollution Control

Statewide, 35 local air pollution control districts regulate emissions from businesses and stationary facilities, ranging from oil refineries to auto body shops and dry cleaners. Moreno Valley is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is designated as in "non-attainment" for select State and federal air quality standards, which means that air pollutant emissions exceed acceptable levels for the region, indicating

poor air quality. These air quality standards are commonly related to fine particles of pollution from diesel-powered trucks, buses, cars, ships, and locomotive engines, typically concentrated near ports, railyards, and freeways. The SCAQMD maintains 41 active air quality monitoring sites located throughout the Basin, including eight active sites in Riverside County. Air pollutant concentrations and meteorological information are continuously recorded at these stations and data is then used by scientists to help forecast daily air pollution levels. There are exceedances of ozone, PM10, and PM2.5 standards that occur throughout the Basin, further demonstrating that air pollution/air quality is not a Moreno Valley-centric issue and requires coordinated efforts for improvement at all levels of government.

SCAQMD periodically prepares an Air Quality Management Plan outlining measures to reduce pollutants that serve as a blueprint to bring the area into compliance with federal and State clean air standards established by the U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB). The Plan enables the SCAQMD to adopt rules to reduce emissions from various sources, including industrial processes and equipment, and issue permits to ensure compliance. The Plan recognizes the importance of working with other agencies to develop new regulations and secure funding and other incentives to encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies. The Plan also concludes that the most effective way to reduce air pollution impacts on the health of residents, including those in disproportionally impacted and environmental justice communities concentrated along transportation corridors and goods movement facilities, is to reduce emissions from mobile sources. The Plan's efforts to reduce mobile emissions are complemented by CARB's adoption of the Advanced Clean Truck Regulation, which requires all new trucks sold in California to be zero emissions by 2045 and offers incentive programs such as the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) to encourage the transition. HVIP is a CARB-administered program that provides point-of-sale vouchers to incentivize the purchase of zero-emission trucks and buses by making these vehicles more affordable. On January 13, 2025, CARB withdrew its requests for Clean Air Act waivers from the U.S. EPA needed to support four recently adopted vehicle emissions regulations: (1) the Advanced Clean Fleets Regulations; 2) the In-Use Locomotive Regulations; 3) part of the Commercial Harbor Craft and Ocean-Going Vessels At-Berth Regulations; and 4) part of the Transport Refrigeration Unit Engine Standards Regulations. In May of 2025, the United States Senate, in a 51-44 vote, overturned President Biden's waiver enabling California to enforce zero-emission requirements for the sale of new passenger vehicles. Despite the federal response, CARB continues to administer the HVIP policy to incentivize the transition to zero-emissions trucks. HVIP funding opportunities allow for "stacking" with other public funding sources, including the Volkswagen Environmental Mitigation Trust, the Carl Moyer Memorial Air Quality Standards Attainment Program, and the CARB Truck Loan Assistance Program. Additionally, the State's cap-and-trade program provides HVIP funding. Thus, HVIP is primarily a State-funded program, and its immediate continuity is not directly impacted by the Senate's ruling, but this federal decision may impact future regulations.



In addition to the Air Quality Management Plan, SCAQMD is leading a coordinated regional effort focused on community-based solutions for improving air quality and public health in environmental justice communities, pursuant to Assembly Bill (AB) 617 (2017). That law requires local air districts and the CARB to reduce air pollution in these most impacted communities, and the SCAQMD effort is part of a wide-reaching program that includes:

- Development of Community Emissions Reduction Plans in collaboration with community members;
- Adoption of Air District rules that ensure Best Available Retrofit Control Technology (BARCT) is required for industrial and commercial facilities participating in the state greenhouse gas cap and trade program;
- Enhancement of emissions inventories to ensure uniform statewide reporting; and
- Incentive programs to replace older polluting equipment with cleaner technologies, and increases in penalties for air pollution violations.

CARB also offers Community Air Grants to community groups for enhancing education and outreach regarding AB 617, monitoring, and improving their air quality.

Climate Action Planning

While reducing air pollution and improving air quality is an issue extending beyond the City limits, there are actions that can be considered locally to improve the health and wellness of Moreno Valley's current and future residents, balancing priorities for economic development, housing construction, and job creation that are also vital for a high quality of life in the community. The City's Climate Action Plan (CAP), prepared at the same

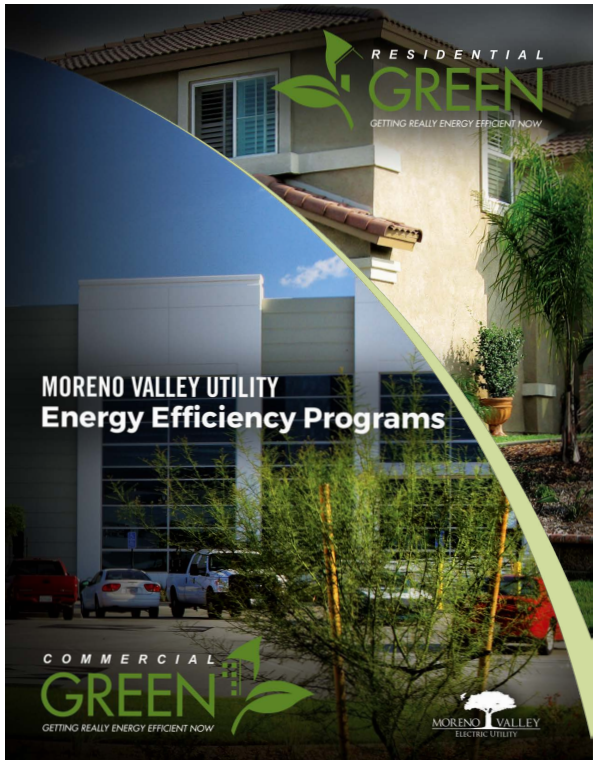
time as this General Plan is a community-wide strategy for reducing greenhouse gas emissions that includes 6 strategies and 16 measures targeting greenhouse gas emissions generated by buildings, transportation, solid waste, water and wastewater, and carbon sequestration. CAP strategies promote transportation demand management programs, enhance transit services, incentivize energy efficient upgrades and construction, streamline installation of solar panels, subsidize energy-efficient retrofits for low-income homeowners, support urban greening, and more. The 2022 California Green Building Code also includes multiple complementary measures, requiring new multi-family residences to dedicate 10 percent of parking spaces as electric vehicle charging stations, implement water conservation measures, and install air filters. These strategies, will further support efforts to reduce air pollution and associated impacts on public health, particularly from mobile sources. The 2022 California Green Building Code also includes multiple complementary measures, requiring new multi-family residences to dedicate 10 percent of parking spaces as electric vehicle charging stations, implement water conservation measures, and install air filters. These strategies, will further support efforts to reduce air pollution and associated impacts on public health, particularly from mobile sources.

WATER AND SOIL QUALITY

Drinking Water Quality

Eastern Municipal Water District (EMWD) supplies potable water to most of Moreno Valley. EMWD purchases water sourced from the Colorado River and Northern California via the State Water project conveyance system, treating it at one of two treatment plants prior to delivery. Tap water provided by EMWD is in compliance with federal health-based drinking water standards; however, CalEnviroScreen data indicates that levels of naturally occurring contaminants are higher than Statewide averages. Filtration systems can reduce the levels of many common contaminants, such as lead and disinfection byproducts. These range from relatively inexpensive carbon filters, such as countertop pitcher filters to faucet-mounted filters, to more expensive – and more effective – reverse osmosis or ion exchange filters that effectively remove many contaminants, such as arsenic, fluoride, hexavalent chromium, nitrates and perchlorate.





Moreno Valley Utility provides safe, reliable, and economical public electric service. Moreno Valley Utility supports environmentally responsible resource management and offers rebates to help residents and commercial clients save money on efficient devices that lessen environmental impacts.

Groundwater Quality

Box Springs Mutual Water Company (BSMWC) provides water service to a 430-acre area in the western part of the City that includes the Edgemont neighborhood. BSMWC water is sourced primarily from a groundwater wells located in the area. The well water is high in nitrates and to meet safe drinking water standards, BSMWC must blend its supply with imported water. Additionally, the BSMWC conveyance system is aging and deteriorated, which increases the risk of contamination, although tap water provided by BSMWC is in compliance with federal health-based drinking water standards. Water system improvements are being made incrementally, but funding remains a significant challenge given that as a private company, BSMWC is not eligible to receive State grants. Near term solutions to improve water quality may include low-cost filtration systems, public education, and the use of innovative potable water and wastewater systems in areas with water quality challenges such as Edgemont.

Hazardous Materials

There are six recorded hazardous materials sites within the City, the majority of which involve dry cleaners and gas stations and pose low risk. One site outside of the City limit on the March Air Reserve Base has been the subject of remediation activities focused on removal benzene, chlorinated hydrocarbons, tetrachloroethylene (PCE), and trichloroethylene (TCE) within the aquifer used for drinking water. There are currently no remediation activities underway and monitoring is ongoing.

Goal EJ-1: Reduce pollution exposure and improve community health.

Air Quality

POLICIES

EJ.1-1: Coordinate air quality planning efforts with other local, regional, and State agencies.

EJ.1-2: Cooperate with SCAQMD and Western Riverside Council of Governments in efforts to promote public awareness about air pollution and control measures.

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.





EJ.1-4: Collaborate with SCAQMD and other regional partners in the development and implementation of Community Emissions Reduction Plans, consistent with State mandates.

EJ.1-5: Continue the purchase or lease of fuel-efficient and low emissions vehicles for City fleet vehicles.

EJ.1-6: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.

EJ.1-7: Require new large commercial or light industrial projects to develop and implement a plan to minimize truck idling in order to reduce diesel particulate emissions.

EJ.1-8: Support the incorporation of new technologies and design and construction techniques in new development that minimize pollution and its impacts.

EJ.1-9: Designate truck routes that avoid sensitive land uses, where feasible.

ACTIONS

EJ.1-A: Use the Climate Action Plan to guide City actions and investments aimed at reducing greenhouse gas emissions community-wide.

EJ.1-B: Work with SCAQMD, property owners, and community members to identify and implement actions that foster healthy air quality in identified SB617 communities, leveraging State funding.

EJ.1-C: Consider establishing a fee to be paid by new development to assist in the funding of local projects that contribute to the enhancement of air quality, particularly in DACs.

EJ.1-D: Work with the distribution and warehousing business community to improve outdoor air quality through improved operations and practices, such as planning for zero emissions trucks and vans.

EJ.1-E: Study the feasibility of measures to promote the use of electric vehicles, including the feasibility of offering incentives such as priority parking for EVs at public facilities and the feasibility of requiring a minimum number of EV-ready parking spaces in new commercial, industrial, and multi-unit residential projects.



EJ.1-F: Distribute information about best practices to reduce and/or eliminate sources of indoor air pollution.

Water and Soil Quality

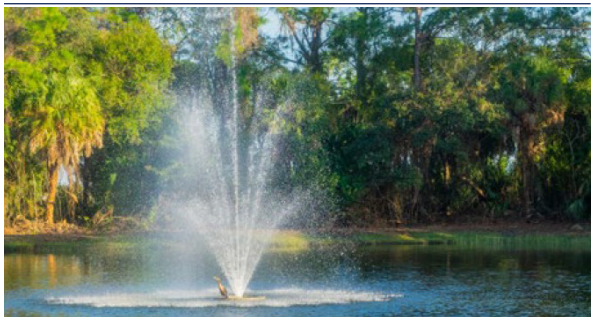
POLICIES

EJ.1-10: Coordinate with water service providers to ensure that sources of potable water are protected from contamination.

EJ.1-11: Support Box Springs Mutual Water Company in pursuit of funding for water conveyance and treatment infrastructure improvements. Funding sources may include the Drinking Water State Revolving Fund or California Climate Investment programs.

EJ.1-12: Encourage use of cost-effective residential water filtration systems, providing information on product options and effectiveness on the City website.

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.



Safe and Sanitary Homes

Access to safe, sanitary housing is important for everyone. Beyond being a source of shelter, a home gives families a sense of security, health, peace of mind, and center of life. Whether or not housing is located in a resource-rich, complete neighborhood; is of high quality and free from health hazards; is affordable and not a financial burden; and is a place where people can remain if they so choose are all factors that have a profound influence on a person's health and well-being.

CHALLENGES TO SAFE AND SANITARY HOMES

Over 80 percent of the housing in Moreno Valley consists of single-family homes and about 61 percent of all homes are owner-occupied. The majority (52 percent) of DAC residents live in renter-occupied housing, whereas the majority of other residents (73 percent) live in owner-occupied housing.

Housing Quality

Quality housing means housing that is decent, safe, sanitary, and in good repair. Data collected by the California Department of Housing and Urban Development (HUD) identifies four kinds of housing problems for households: 1) housing unit lacks complete kitchen facilities; 2) housing unit lacks complete plumbing facilities; 3) household is overcrowded; and 4) household is cost burdened. A household is said to have a housing problem if it has one or more of these four problems. Within Moreno Valley, about 21 percent of owner-occupied units experience at least one of the four HUD-measured housing problems compared to about 23 percent in Riverside County. In Moreno Valley, nearly double the number of DAC renter-occupied housing units experience one of the four housing problems compared to renter-occupied housing units in other areas of the City (28.8 percent versus 14.5 percent).

Housing Security/Burden

Housing security is largely defined by people's ability to pay the rent or mortgage and remain in their neighborhoods if they choose. When people have to devote a high percentage of their incomes to housing costs, this can leave little left over for food, medications, school supplies or other necessities. In the case of low-income households (those making less than 80 percent of the County's median income), this may also lead to housing-induced poverty. Households spending more than 30 percent of their income on housing are said to be "burdened." About 47.5 percent of City renters and homeowners with a mortgage are cost burdened (spending more than 30 percent of income on housing). This value is slightly less than the County (48.2 percent) and comparable to the State (47.6 percent). Housing burden trends in the City have generally decreased over the past decade, though the percentage of cost burdened renters remains high (59.8 percent). Although a majority of residents in Moreno Valley are owners, renters constitute 39.0 percent of households, making the high level of housing burden a challenge, especially for DACs.

IMPROVING ACCESS TO SAFE AND SANITARY HOMES

The overarching objective of the City's housing strategy is to provide safe and decent housing opportunities for all residents, offering a range of housing options to accommodate the diverse needs of the community. The Housing Element identifies specific strategies to implement this vision that focus on: Matching housing supply with need;

- Matching housing supply with need;
- Maximizing housing choice throughout the community;

- Assisting in the provision of affordable housing choice;
- Removing government and other constraints to housing investment; and
- Promoting fair and equal housing opportunities.

In addition, offering housing that is affordable to local workers is crucial, as a mix of housing that meets a diversity of needs and incomes allows diverse professionals to live in the community in which they work. There are ample benefits to having housing that can accommodate local workers, including increased social cohesiveness and a decrease in the amount of driving necessary to support a community.[3]

An online webinar-style listening session in Spanish and English languages was conducted as part of efforts for the 2021 General Plan Update and the topic of safe and sanitary homes, including the quality and affordability of homes and if they are in good repair, was highlighted. The goal of the listening session was to receive input from residents, particularly from Moreno Valley's western neighborhoods which may be more impacted, and from everyone that wanted to provide feedback for important policies and top priorities for community development. Targeted outreach was conducted to Senate Bill 535-identified disadvantaged groups and their representatives and community partners. Within the focused community listening session, a wider range of housing options—multi-family homes were specifically mentioned—at varying price points was prioritized.

3 Riverside University Health System – Public Health. *Healthy Development Checklist*, 2017.

Goal EJ-2: Provide safe and sanitary housing for Moreno Valley residents of all ages, abilities, and income levels.

POLICIES

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.

EJ.2-2: Promote mixed-income development and the inclusion of affordable housing units throughout the City.

EJ.2-3: Actively promote efforts to repair, improve, and rehabilitate substandard housing conditions in collaboration with the Fair Housing Council of Riverside.

ACTIONS

EJ.2-A: Provide housing developers and home buyers with information on how to expand homeownership opportunities, including limited-equity components and Location-Efficient Mortgages.

EJ.2-B: Utilize federal, State, local, and private funding programs offering low interest loans or grants, and private equity for the rehabilitation of rental properties for lower income households.

EJ.2-C: Continue to implement recommendations made in the City of Moreno Valley's Analysis of Impediments to Fair Housing Choice and Fair Housing Action Plan.

EJ.2-D: Explore development and monitoring of indicators of displacement and use of this data to identify at-risk neighborhoods and target programs and resources to prevent homelessness.





Healthy Food Access

Better access to healthy food can help directly address the leading cause of death in Riverside County: heart disease. Nutrition also influences success at school or work, as well as overall quality of life, and healthy eating leads to important co-benefits, such as more active lifestyles and participation in family and community events. An adequate, nutritious diet is a necessity at all stages of life, as nutrition plays a significant role in preventing a number of illnesses. While Moreno Valley adults experience obesity and diabetes at a rate less than the overall County, these health issues still occur at a higher rate when compared to the rest of the State.

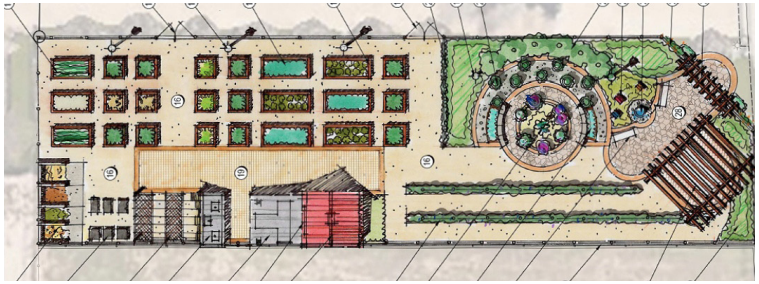
BARRIERS TO ACCESS

Residents of communities with access to healthy foods typically have healthier diets; people's food choices and their likelihood of being overweight, diabetic, or obese are influenced by their food environment. Not everybody has easy access to affordable, nutritious food, especially people who have low incomes and who may rely on public transportation. The U.S. Department of Agriculture utilizes an online Food Access Research Atlas to map food access indicators by census tract, tracking places where the provision of food sources is inadequate. The Food Access Research Atlas maps food access indicators for census tracts using 1/2-mile and 1-mile demarcations to the nearest supermarket for urban areas and vehicle availability for all tracts, as shown in Map EJ-2. Some areas of Moreno Valley have less access to grocery stores and fewer healthy dining options. Generally, residents of the area west of Kitching Street between SR 60 and Cactus Avenue have less access, and 17 out of the 21 census tracts with low income and low access to food are DACs. Food access challenges are also experienced in other portions of the County, including areas immediately adjacent to City limits.

PROMOTING HEALTHY EATING

"Healthy MoVal" is an important City initiative aimed at promoting physical activity, healthy eating, and active living for Moreno Valley residents of all ages. The Parks and Community Services Department also offers many programs to promote health and wellness, including the Community Demonstration Garden at Civic Center Park. Located on a 9,000+ square-foot area adjacent to the Moreno Valley Civic Amphitheater, the Community Demonstration Garden is highly visible and accessible by foot, bike, car, and public transit, with the nearest bus stop located within one block. The Community Demonstration Garden, which opened in February 2022, contains a variety of elements that residents can replicate in their own homes; these elements demonstrate sustainable approaches to residential food production with healthy, seasonally appropriate vegetables and fruit as well as horticultural best practices for home gardens. The City also runs a food recovery program and maintains a map of local food pantries on its website to promote donations of food that might otherwise go to waste. A robust network of local food banks and food rescue organizations serve community centers, soup kitchens, food pantries, homeless shelters, senior programs, and childcare centers.

Additionally, a major objective of this General Plan is to focus new development into centers and corridors, including the Alessandro, Perris, and Sunnymead Boulevard corridors and the Moreno Valley Mall and the District. These areas are currently underserved by healthy food retail options and new residential development will increase population density and help support efforts to attract grocery stores, farmers' markets and restaurants.

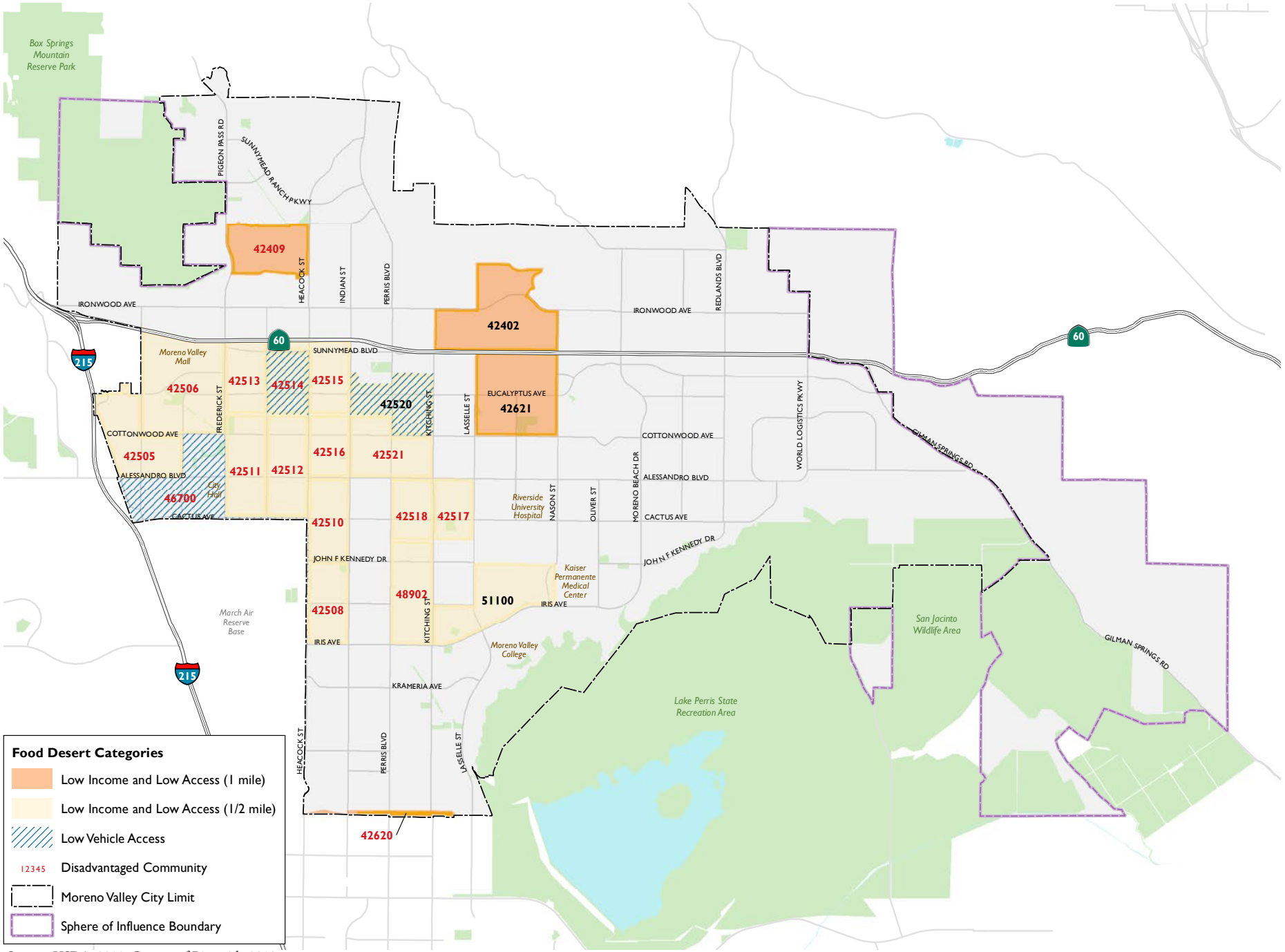


Moreno Valley Community Demonstration Garden is a showcase of sustainable, healthful gardening and landscaping applications for homes in the city.



Mixed use land use designations in this General Plan support healthy food access and economic development by bringing potential customers and businesses closer together.

Map EJ-2: Access to Food



Source: USDA, 2018; County of Riverside 2019

Goal EJ-3: Expand access to high-quality, fresh and healthy food.

POLICIES

EJ.3-1: Promote the equitable distribution of healthy food retail and dining options throughout the City.

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.



An adequate, nutritious diet is a necessity at all stages of life as nutrition plays a significant role in causing or preventing a number of illnesses.

EJ.3-3: Collaborate with the Riverside County Health Department, Moreno Valley College, Riverside University Medical Center, Kaiser Medical Center, and other community organizations to encourage and facilitate local urban agriculture, farmers' markets, mobile health food markets, food trucks, food stands, and healthy food in convenience markets.

EJ.3-4: Promote healthier eating through collaborations with the Riverside County Department of Public Health and other community partners, expansion of hours and locations of City-sponsored food distribution programs, or programs such as free and culturally relevant nutrition and cooking classes at Moreno Valley community centers.

ACTIONS

EJ.3-A: Explore opportunities to incentivize grocery stores and healthy food retailers.

EJ.3-B: Identify and inventory potential community garden/urban farm sites on existing parks, utility easements and rights of way, and prioritize site use as community gardens in appropriate locations.

EJ.3-C: Prioritize policies, projects and programs that demonstrate best practices related to promoting wellness in City facilities and at City-sponsored events, such as serving healthy foods at community events.

EJ.3-D: Continue to allow small-scale urban farming consistent with local health/safety regulations.

EJ.3-E: Continue to focus business attraction efforts on grocery stores, food co-ops, and other healthy food retailers for underserved areas of the city.

Civic Engagement and Investment Prioritization

As the second largest city in Riverside County and the fourth largest in the Inland Empire, Moreno Valley continues to grow and change and the importance of community engagement remains essential and a top priority for the City. Engaging the public early and inclusively in planning processes builds consensus, informs decision-making, and improves project outcomes. Meaningful community involvement helps engender support for programs, plans, and projects, which in turn leads to higher levels of public acceptance for planning decisions that affect where we live, how we live, and the ways we aspire to live.

BARRIERS TO COMMUNITY ENGAGEMENT

When designing community engagement, it is crucial to identify potential barriers and address them in implementation. There are a variety of reasons that influence why people do not participate in planning processes, including, but not limited to, those described below. Specific considerations that may require extra attention when engaging the Moreno Valley community are noted.[4] By being aware of potential barriers to community engagement, the City can think strategically and creatively about how to address those issues and create truly inclusive planning processes.

4 Data is from the 2023 American Community Survey 5-Year Estimates; the August 2020 Southern California Association of Governments (SCAG) Pre-Certified Local Housing Data for the City of Moreno Valley; the Public Health Alliance, 2019; and CalEnviroScreen, 2019.

- Transportation barriers
- Childcare needs
  - About 30 percent of Moreno Valley households are married couples with minor children at home. Single parents or working parents are historically under-represented populations.
- Inaccessible meeting locations and venues
  - Most Moreno Valley residents live in the west/southwest portions of the City, generally south of State Route 60 and west of Moreno Beach Drive. These census tracts have the City's highest population density and the majority of DACs. Meeting locations and venues in other portions of the City may result in accessibility challenges. In addition, about 7.8 percent of Moreno Valley's seniors (age 65 and older) live with an ambulatory disability (i.e., have difficulty walking). Seniors and people with disabilities are historically under-represented populations.
- Scheduling and timing of meetings/events that do not consider work schedules, religious holidays, mealtimes, or other family needs
- Limited knowledge of City operations and the political system



Providing childcare at civic meetings makes it easier for working parents to participate.

  - About 60 percent of Moreno Valley DAC resident have an educational attainment of high school graduate or less. People with low levels of literacy are historically under-represented populations.
  - Low voter participation is experienced in nearly all of Moreno Valley with the majority of the City ranking in the lowest quartile of voter participation in comparison to the rest of the State. The median voting percentile for Moreno Valley is about nine percent, significantly lower than the overall County at about 37 percent.
- Language barriers
  - About 44 percent of Moreno Valley households speak a language other than English at home and about 17 percent speak English less than "very well" (i.e., have difficulty with English). Limited-English proficient individuals are historically under-represented populations.
- Not seeing one's own culture or identity reflected in meeting format or content
  - Hispanic/Latino (of any race) residents represent 58 percent of Moreno Valley's population and about 52 percent of this group identify as Mexican. People of color are historically under-represented populations.
- Fear of being judged, unsafe, or unwelcome
  - About 27 percent of the Moreno Valley population is under 18 years old. Youth are historically under-represented populations.
- A sense of distrust in government and institutions
- Economic barriers; needing to focus on work and providing basic needs for one's self and family.

ENHANCING COMMUNITY ENGAGEMENT

While there is no single engagement method or "one size fits all" strategy that ensures effective community engagement, there are a variety of complementary methods that can enhance equitable community engagement. Equitable community engagement is the "practice of using multiple strategies to provide opportunities for all residents—particularly those historically excluded, under-represented, or under-resourced—to be informed and to participate in public planning and decision-making to achieve an equitable outcome." A range of strategies that can be employed to increase community engagement includes, but is not limited to, those described on the following page.

- *Strengthen Partnerships.* Partnering with community organizations, non-profits, and service providers is an effective way to engage community members from under-represented groups. These organizations often have established relationships with under-represented groups, in-depth knowledge of their particular interests and needs and ideas on how to best engage these communities (e.g., membership email lists, social media, and special events).
- *Meet People Where They Are.* A good engagement approach provides multiple ways for people to participate and offers opportunities for the public to get involved. Many people respond well to face-to-face communication and pop-up events, workshops, and focus groups can allow the project team to go out into the community and reach people in a comfortable setting where they would already congregate (e.g., parks, libraries, farmers' markets, schools, retail centers, transit hubs,

and special events/holiday celebrations). On the other hand, considering the increasingly digitally connected world and the preferences of some community members to engage online, it is necessary to implement online tools and methods to attract/gather public input (e.g., online webinars/listening sessions, interactive surveys, photo contests, social media, email, and paid/non-paid advertisement).

- *Language.* Words matter and it is crucial that all individuals who want to participate can understand the information provided to them and conversely, the feedback received from the community can be interpreted and acted upon by the project team. Providing translation and interpretation services is an important part of meaningful community engagement, particularly for communities that have members who speak different languages. In addition, using easy-to-understand language and messaging (e.g., avoiding technical jargon or acronyms) that will resonate with key audiences can help support a welcoming atmosphere for community participation.
- *Childcare.* Providing childcare allows parents to participate in outreach events more comfortably. For example, childcare can be addressed by co-hosting a community event with an after-school program to allow parents to attend while their children are engaged with supervised after-school activities.
- *Incentives.* Offering incentives to participate such as featuring elected officials as speakers, providing food/drink refreshments, offering raffle prizes, transportation subsidies/vouchers, or stipends (e.g., local retailer gift certificate) can foster excitement and attraction for an engagement effort.
- *Follow Through.* To sustain engagement and promote a culture of civic participation, it is important to share with the community the results of the engagement process, including how the community's input directly influenced the process. Without such follow through action, participants may feel that their contribution was ignored or pointless. Follow through action does not necessarily mean all feedback is automatically implemented, but clearly communicating why public input is or is not acted upon is crucial.



A bilingual presentation explains environmental justice to a broader audience

Through employing a range of community engagement strategies tailored to specific projects, input can be collected from a broad cross-section of the general public to ultimately improve project outcomes.

Engage MoVal Outreach Toolbox

In 2018, the City of Moreno Valley partnered with the Moreno Valley Hispanic Chamber of Commerce, the Family Service Association, and the Riverside University Health System to develop the Engage MoVal Outreach Toolbox, a user-friendly and flexible guide for planning and delivering community engagement processes. To develop the outreach toolbox, the City implemented a multi-faceted community outreach and engagement process designed to collect input from a diverse range of community members (e.g., dedicated website, online survey, door-to-door neighborhood canvassing, pop-up events, community workshops, and focus groups). In addition, the outreach program sought to engage individuals who do not traditionally participate due to time or resource constraints, including young adults, communities of color, and low-income community members.

The outreach toolbox establishes strategies and best practices for meaningful and effective engagement of all residents, with emphasis on those within the city's disadvantaged communities. The best practices lay the foundation for promoting and implementing effective community engagement that is rooted in the values of inclusivity and diversity with the aim of reaching participants that are reflective of Moreno Valley's demographics. Inclusive outreach and engagement to all segments of the population is essential to ensure that planning efforts are informed by a full range of perspectives and priorities. The Engage MoVal Outreach Toolbox includes seven public engagement principles that the City identifies as part of best practices for civic engagement, listed on the next page.

- *Careful Planning and Preparation.* Through adequate and inclusive planning, ensure that the design, organization, and convening of the process serve both a clearly defined purpose and the needs of the participants.
- *Inclusion and Demographic Diversity.* Equitably incorporate diverse people, voices, ideas, and information to lay the groundwork for quality outcomes and democratic legitimacy.
- *Collaboration and Shared Purpose.* Support and encourage participants, government and community institutions, and others to work together to advance the common good.

*The purpose of the **Engage MoVal Outreach Toolbox** is to:*

- ***Offer an adaptable approach** to designing community engagement processes tailored to specific issues and/or developments in Moreno Valley.*
- ***Highlight effective methods, tools and techniques** to engage residents and collect community input.*
- ***Leverage best practices** for the City's upcoming General Plan Update process (i.e., 2040 General Plan—this document) and other planning processes.*



- *Openness and Learning.* Help all involved listen to each other, explore new ideas unconstrained by predetermined outcomes, learn and apply information in ways that generate new options, and rigorously evaluate public engagement activities for effectiveness.
- *Transparency and Trust.* Be clear and open about the process, and provide a public record of the organizers, sponsors, outcomes, and range of views and ideas expressed.
- *Impact and Action.* Ensure each participatory effort has real potential to make a difference, and that participants are aware of that potential.
- *Sustained Engagement and Participatory Culture.* Promote a culture of participation with programs and institutions that support ongoing quality public engagement.

The public engagement principles noted are not an exhaustive list and every community outreach effort is unique in its objectives as well as time/resource challenges and opportunities. The important perspective that the City will maintain in conducting good community engagement is rooted in the "democratic idea that everyone who is affected by an issue that impacts their community should have a say in the decision making around it. It, moreover, holds the promise that public participation can influence decisions that affect the provision of services, future visions and sustainability of our communities."[5]

Goal EJ-4: Encourage the active participation of local residents and businesses in civic life.

POLICIES

EJ.4-1: Encourage inclusive, participatory City processes that emphasize the collaborative exchange of ideas by all segments of the community. Possible strategies may include:

- Holding public meetings and outreach activities at culturally appropriate neighborhood gathering places or community events when feasible.
- Employing a wide-range of outreach methods and activities, including pop-up events, focus groups, community workshops and online surveys, in various languages.
- Encouraging the participation of DAC residents in civic processes by providing transportation vouchers, translation services, childcare, food, or monetary compensation.

EJ.4-2: Support efforts that strengthen the ability of community members to participate in local decision-making and engage meaningfully in planning efforts, including increased representation in employment and civic life.

EJ.4-3: Where possible, target investments in public infrastructure, recreational facilities and programming, and air pollution control so as to benefit disadvantaged communities in Moreno Valley.

ACTIONS

EJ.4-A: Build strong, collaborative partnerships with existing community organizations to reach and engage underserved populations.

5 Sally Hussey, "What is Community Engagement," https://www.bangthetable.com/what-is-community-en

Participatory budgeting *is a democratic process in which community members decide how to spend part of a public budget. It gives people real power over real money. The New York Times calls participatory budgeting "revolutionary civics in action"—it deepens democracy, builds stronger communities, and creates a more equitable distribution of public resources. In 2013, the City of Vallejo in northern California had Vallejo residents cast their votes on how to spend over $3 million to improve their city. The top voted items included street repairs, lighting upgrades, park improvements, community gardens, small business grants, and college scholarships.*[6]

6 Participatory Budgeting Project, https://www.participatorybudgeting.org/what-is-pb/

EJ.4-B: Work with community advocacy groups to encourage individuals from underrepresented populations, including communities of color, youth, and low-income populations, to represent their communities on City boards and commissions and at City-sponsored activities and events.

EJ.4-C: Consider creating a Citizen Academy which provides opportunities to learn how the City is managed and operated, discuss challenges facing the City, and learn about strategies used to address challenges.

EJ.4-D: Explore innovative options for increasing citizen involvement, such as participatory budgeting.

EJ.4-E: Periodically audit City hiring practices with the goal of identifying areas of improvement for workforce diversity beyond federally required Equal Employment Opportunity reports.









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9 Healthy Community

A healthy Moreno Valley is a City that is continually improving its physical facilities, social environment, and community resources to enable its residents to live to the fullest and reach their full potential. Many conditions impact a community's ability to facilitate a healthy life for its residents, employees and visitors. People who reside, work in, or visit communities that have access to vital resources such as recreational facilities, healthy foods, medical services, quality housing opportunities, living-wage jobs, safe neighborhoods, and excellent educational services are more likely to experience healthy lifestyles.

While the State of California does not mandate that local governments address health in general plans, the City of Moreno Valley values health and the important role it plays in the community. The purpose of a Healthy Community Element is to promote the health, safety, and general welfare of Moreno Valley's residents, workers, and visitors. To do this, the Healthy Community Element focuses on subjects not comprehensively addressed in other MoVal 2040 General Plan elements. The Healthy Community Element highlights the connection between health and the built environment we live in while providing an overarching strategy for achieving and maintaining a healthy community. Community health and equitable access to healthy food, quality parks and open spaces are also addressed in the Parks and Public Services Element and the Environmental Justice Element.

Planning for Public Health

Health is dependent on many factors including genetics, socioeconomic circumstances, environmental exposures, behavioral patterns, and heath care. Among these, the built environment directly and indirectly influences socioeconomic circumstances, environmental exposures, and behavioral patterns.

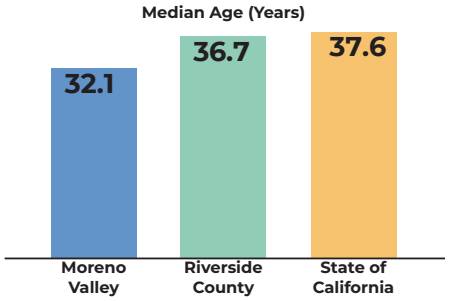
Health is also determined by social factors. Health inequities occur due to the systematic disparities between communities with different levels of social, economic, and political advantage or disadvantage. Inequities in health put people who are already socially disadvantaged at a greater health risk. Younger populations are generally at lower risk for many chronic diseases and illnesses than older populations. The City of Moreno Valley has a relatively young population, with a median age of 32.1 years, which is moderately lower than Riverside County's median age of 36.7, and the State's median age of 37.6 Additionally, research has correlated higher income and higher educational attainment with positive health outcomes. Only 12 percent of Moreno Valley residents have a four-year college degree compared to 16 percent of Riverside County's population.

HEALTH INDICATORS

Health indicators will help the City measure future progress toward health goals against baseline conditions in Moreno Valley today. These indicators do not encompass all possible health conditions and determinants that may be monitored in Moreno Valley, but rather focus on a smaller set with more direct relevance to the General Plan.

Health, employment and income are interlinked. When people have access to high quality employment that pays a living wage, they are more likely to have access to health care, and to be able to afford basic necessities such as healthy food and housing to support their heath. People earning higher incomes incur less psychosocial stress about affording basic life necessities such as housing, food, and health insurance. Therefore, an emphasis on local job creation in a variety of sectors can provide for a healthier population. Moreno Valley has added over 26,925 new jobs between 2015 and 2022 and is projected to add another 38,993 new jobs through between 2024 and 2040. The number of jobs in a community in proportion to the amount of housing available (i.e. jobs/housing ratio) is also an important indicator of both the availability of housing for the City's workforce, and availability of jobs for City residents. The need to travel long distances for work or for housing increases time spent driving, which negatively affects physical health and decreases levels of social engagement. A lack of jobs also can diminish economic viability, competitiveness, and sustainability.

Physical inactivity and poor nutrition are primary risk factors for obesity, a fast-growing disease in California that can lead to diabetes. Obesity rates in Moreno Valley were 30.7 percent in 2017, which is lower than the corresponding Riverside County rate of 33.2 percent, but higher than the overall California obesity rate of 26.4 percent. Adults in Moreno Valley with diabetes comprised 4.7 percent of the population in 2017, which is substantially lower than the corresponding Riverside percentage (12.5 percent) and the California percentage (10.4 percent).



Promoting Health and Well-Being in Moreno Valley

PROMOTING HEALTHY LIFESTYLES

Valley. By sponsoring health-focused events and promoting physical activity, healthy eating, and active living, the City can encourage individuals and businesses in Moreno Valley to follow suit. Health should be a focus of the City's recreation programs, public spaces, events, and policies.

Healthy MoVal is a City initiative that promotes physical activity, healthy eating, and active living. The Parks and Community Services Department offers many programs that promote health and wellness and will continue to expand these services. The latest effort is the City's Community Demonstration Garden, which opened in February 2022, and provides opportunities for additional programs that promote health and wellness. The City's Community Demonstration Garden is a multi-use space created to educate the community and equip them with the expertise to implement the size, scope, and scale of garden or landscaping appropriate for their residential setting.



Photo credit: Highland Community News

ACCESS TO HEALTH SERVICES

Access to medical services, including healthcare and preventative care, is an important component of a healthy Moreno Valley. Access to health insurance is one of the most fundamental health services, and important to address for all Moreno Valley residents. In 2017, 81.4 percent of adults in Moreno Valley had health insurance, an increase of 7 percent from 2014. While the increase in coverage is a positive for Moreno Valley, this is 5.6 percent less than those adults in Riverside County who have health insurance. In 2017, 94.5 percent of children in Moreno Valley had health insurance compared to 96.3 percent of children in Riverside County. Ensuring that every Moreno Valley resident has health coverage is important, and the City can promote health coverage through education and enrollment assistance.

Access to health services is important for all residents of Moreno Valley, but is especially important for the City's most vulnerable populations. Health specific services such as free or reduced-price clinics, and educational programs can provide important health access to low-income residents and those without healthcare. Supportive services such as counseling and employment-focused programs can be essential to the health and wellbeing of many Moreno Valley residents including young people, individuals experiencing homelessness, and formerly incarcerated individuals.



Access to vaccinations

HEALTHY INFRASTRUCTURE

The built environment contributes greatly to the health and wellness of a community. Auto-oriented, low density single-use areas and a lack of access to parks and active recreation facilities discourages physical activity and contributes to a higher risk of many health issues such as heart disease, cancer, stroke and diabetes. Barriers to accessing healthy food can also contribute to chronic diseases.

A top priority for Moreno Valley is increased healthy activity and mobility for all ages. The General Plan strives to achieve this through pedestrian, bicycle, and transit improvements that decrease the need for car travel, particularly for day-to-day activities. Investing in pedestrian and bicycle infrastructure will bring healthy physical activity into daily routines. For those that do not have access to cars, such as seniors and young people, a move away from car-oriented infrastructure will improve health and also improve mobility and quality of life. Furthermore, making recreation facilities more accessible—dispersing them throughout the community and making programs affordable to low-income residents—will also increase the likelihood that all residents will incorporate healthy activity into their daily lives. Transportation and physical activity are related to health in a number of ways, for example:

- When community design accommodates and integrates pedestrians and bicyclists, there are higher rates of walking and biking. And for each half mile walked per day, people are about 5 percent less likely to be obese (controlling for age, education, gender, and ethnicity).
- Almost one-third of Americans who commute to work via public transit meet their daily requirements for physical activity (30 or more minutes a day) by walking as a part of their daily life, including to and from the transit stop.
- People who live within walking distance (1/4 mile) of a park are 25 percent more likely to meet their minimum weekly exercise recommendation.



Riverside University Health System Medical Center



Woodland Park

Goal HC-1: **Promote the health and well-being of those who live, work, and play in Moreno Valley.**

POLICIES

HC.1-1: Collaborate with local health officials, nonprofit organizations, hospitals, health clinics and community groups to improve community health.

HC.1-2: Communicate through the Libraries, Senior Community Center, and Teen SPOT (Support, Programs, Opportunities & Technology). Utilize the Libraries and Senior Community Center and Teen SPOT to provide informational resources about health.

HC.1-3: Promote access to a diverse array of health services.

HC.1-4: Support community education programs on healthy eating habits and lifestyles, including topics such as nutrition, physical activity, and vegetable gardening.

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.

HC.1-6: Promote walking and bicycling as a safe and convenient mode of transportation.

ACTIONS

HC.1-A: Incentivize health promotion groups to participate at City-sponsored events.

HC.1-B: Explore a Healthy Food and Beverage policy for City events and activities.

HC.1-C: Continue initiatives such as Healthy MoVal and the City's Community Demonstration Garden.

HC.1-D: Collaborate with Riverside University Health System / Public Health to monitor and maintain data related to Moreno Valley health outcomes and risk factors, and to use these data to inform new County and City programs to serve the Moreno Valley community.

HC.1-E: Organize health challenges such as stop smoking; lunchtime sponsored events; bike to work days to promote healthy lifestyles, food choices, and work environments.

HC.1-F: Coordinate with public health agencies, health providers and community partners to provide outreach and education about lifestyle changes that can improve health including healthy eating habits and physical activity. Materials and programs should be tailored to multiple cultures and for community members of different ages.

HC.1-G: Incentivize health promotion groups to participate at City-sponsored events.

HC.1-H: Encourage and support efforts by schools to develop new and improved curricula about the importance of exercise and good nutrition.

HC.1-I: Explore the feasibility of a program of health clinics or workshops, run by medical service providers or Riverside University Health System / Public Health, but hosted in local neighborhood facilities such as schools, parks, or even businesses or parking lots.

HC.1-J: Work with medical centers and Riverside County to locate new outpatient facilities in under-served neighborhoods, if feasible.

HC.1-K: Increase public awareness of youth program opportunities in Moreno Valley. Efforts may include, but are not limited to:

- Helping to create and maintain a central directory of youth programs serving Moreno Valley and the school district;
- Ensuring the directory is available online, as well as through guidance counselors; and
- Targeting increasing participation in existing programs and increasing subsidized program spots for low-income youth.



Lake Perris Bike Trail

Healthy Communities

A healthy Moreno Valley means healthy residents and citizens, but it also means a healthy community. Building a vibrant community and feeling of connection in the City is an important part of ensuring the lasting health and wellness of Moreno Valley. The City can play an important role in fostering a strong and healthy community through providing both places and programs that encourage community engagement and social connection.

PUBLIC SPACE

Public spaces such as plazas, natural areas, parks, and sports facilities provide a physical place for gathering and connection. Access to these facilities can greatly benefit physical and mental health by encouraging organized or casual recreational activities. These venues can provide opportunities for social interaction, relaxation and a connection with nature, all of which have well-established links to good mental health. Moreno Valley's Parks and Community Services Department maintains about 482 acres of parkland throughout the City, including a variety of community, neighborhood and specialty parks, as well as a network of trails and greenways. Continuing to ensure that citizens have access to recreation and open space facilities, and that access is equitably distributed throughout the City is important to a healthy future for Moreno Valley. The Moreno Valley Civic Center Amphitheater constructed in 2021, provides a better experience for a number of recurring annual events and provides the opportunity for additional events.

COMMUNITY PROGRAMS

Community Programs can also be an important resource for building connection and community in the City. City-provided programs can offer the public with the opportunity to learn and connect with one another, and to improve health through exercise, relaxation, and self-awareness. The City currently provides many programs and will continue to grow and develop new programs going forward. One of the existing programs by the City is a Community Demonstration Garden. The garden is centrally located at the Civic Center behind the City's Conference and Recreation Center and offers gardening classes, class trips and exercise classes like Yoga in the Garden.



Goal HC-2: **Engage community members and community partners in efforts to create a healthier Moreno Valley.**

POLICIES

HC.2-1: Support efforts to allow schools to function as multi-service community hubs providing resources to children and adults in the surrounding neighborhoods.

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.

HC.2-3: Encourage development and display of public art to promote the history, heritage, culture and contemporary identity of Moreno Valley.

HC.2-4: Provide recreation programs responding to the diverse interests, needs, ages and cultural backgrounds of Moreno Valley residents.

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.

HC.2-6: Provide and encourage community events that promote cultural understanding and a shared sense of pride in Moreno Valley.

HC.2-7: Focus on youth engagement (27 percent of City's population is under 18 years-old).

ACTIONS

HC.2-A: Identify opportunities to support and fund local artists and students to create public art in the City.

HC.2-B: Work with community groups to increase the number of community gardens and to promote local food production.

HC.2-C: Work with interested community members and organizations to plan and develop an exercise circuit that takes advantage of existing parks, trails, and other pedestrian infrastructure. The course should be clearly marked, and contain simple stations and diagrams for self-guided training.

HC.2-D: Work with interested organizations and residents to create a youth job development partnership – connecting local businesses to teens for after school and summer work, volunteer positions, and other skills development opportunities.

HC.2-E: Coordinate with local businesses, organizations, and the school districts to support a year-round calendar of community events in City parks. Events should be geared toward families and youth, and contain components of physical activity, healthy food, arts, and music.

HC.2-F: Consider working with public and private civic institutions to incorporate healthy public spaces into significant projects.



Healthy Businesses

Another way that Moreno Valley can promote health is through the businesses it attracts and encourages. These efforts start with ensuring that all Moreno Valley residents have access to traditional and alternative primary, preventative, emergency, and specialty health care options. Residents should be able to meet all of their healthcare needs in Moreno Valley. Currently, Moreno Valley is home to two major medical campuses: Riverside University Health Systems Medical Center (RUHSMC), and Kaiser Permanente Medical Center, and several community-based urgent care clinics. These facilities provide the backbone of Moreno Valley's goal of becoming the future medical hub of the Inland Empire. In addition to meeting residents' healthcare needs, the City must ensure that adequate resources are available for all residents to meet their childcare needs. This can include encouraging the establishment of safe and affordable childcare options and can also include ensuring that those businesses are accessible by locating them near residential centers, transit centers and business centers.

However, health and wellness go beyond access to traditional healthcare facilities. The City must also support residents' health through providing opportunities to exercise, build community, recreate, eat healthy food, and more. Incentivizing the establishment and growth of businesses such as gyms, yoga and dance studios, martial arts studios and rock-climbing facilities will provide opportunities for residents and visitors to recreate and exercise. Encouraging the establishment of specialty food stores in areas of need, and healthy dining options can make it easier for Moreno Valley residents to eat healthy. Businesses like these can provide spaces for the community to improve their health, and can also help build community, identity and a sense of place in Moreno Valley.



Goal HC-3: Promote a variety of businesses that help support community health.

POLICIES

HC.3-1: Explore opportunities to bring businesses to Moreno Valley which encourage fitness, including, but not limited to, encouraging fitness centers such as gyms, yoga and dance studios, martial arts studios, and rock-climbing facilities. Encourage businesses or non-profit organizations to offer indoor recreational facilities and programs compatible with existing commercial structures and zones.

HC.3-2: Encourage safe, high quality, and affordable childcare services for residents and employees in or near housing, transportation, and employment centers.

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.

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.

HC.3-5: Partner with community and business leaders to introduce healthy food sales, childcare, laundry facilities, and other needed services in dense neighborhoods that have limited options within walking distance.

HC.3-6: Encourage equitable distribution of healthy food retail and dining options in all commercial and employment areas of Moreno Valley.

HC.3-7: Continue to encourage new businesses to give local residents preference in hiring decisions and develop incentives to support this effort.









10 Open Space & Resource Conservation

The quality of the natural environment determines the quality of life in a community. A healthy system of open space lands, natural resources, and habitat areas will help ensure clean air and water while also providing recreational opportunities and scenic vistas. As the city and the region continue to grow, careful stewardship of environmental, cultural, and agricultural resources in the planning area will be needed, together with a focus on conservation of energy and water to provide a thriving natural environment for future generations.

This chapter satisfies the statutory requirements for the General Plan Conservation and Open Space Elements, with measures to protect and enhance open space, natural habitat, and biological and cultural resources and strategies to promote the wise use of energy and water while minimizing waste. Urban open spaces are addressed in the Land Use and Community Character and the Parks and Public Services Elements. Air and water quality are addressed in Environmental Justice Element, and historic resources are addressed in the Land Use and Community Character Element.

Open Space Preservation and Access

Open space is a critically important resource for the health and success of any city. Access to open space for recreation provides residents with opportunities for physical activity and exposure to the natural environment, leading to a richer quality of life and a healthier community. Open space also provides important habitat for local plants and animals and allows for the natural recharge of groundwater, contributing to a healthy local ecosystem, and designating areas that require special management due to hazardous conditions as open space where development is restricted serves to protect public health and safety. These might include flood-prone areas, areas of unstable soil, watersheds, earthquake fault zones, areas of high wildland fire risk, and areas required for the protection of water quality.

There are over 6,700 acres of regional open space and conservation land in the planning area, including 2,700 acres within the City limit. For Moreno Valley, open space land can be classified into several categories, depending on the primary purpose for which it is used. It includes lands for preservation of natural resources (e.g. wildlife habitat), production of resources (e.g. farming), public health and safety (e.g. floodplains), low-density residential development and outdoor recreation (e.g. parks). Map OSRC-1 shows open space lands within and around the planning area.

REGIONAL OPEN SPACE

Regional open spaces both within and around Moreno Valley are integral to preserving a healthy, safe city with a strong sense of place. Ensuring that these open spaces are protected and maintained will ensure continued access to valuable areas for ecological health, natural hazard mitigation, outdoor recreation, and education. Fostering connectivity along key wildlife migration corridors will further support environmental resilience. Some of the regional open spaces that are the most prominent and valuable to Moreno Valley are described below.

Box Springs Mountain Reserve

The Box Springs Mountain Reserve, at the northwest corner of Moreno Valley, is owned and operated by Riverside County Regional Park and Open Space District. The Reserve consists of three noncontiguous land areas, two of which are within the City's sphere of influence. The 3,400-acre park includes equestrian and hiking trails that connect to the City trail system and allow residents of Moreno Valley to enjoy its natural resources. Guided hikes to the iconic "M" on Box Springs Mountain are available.

Lake Perris State Recreation Area

Built in 1973 as the southernmost reservoir of the California Water Project, Lake Perris State Recreation Area is located along the southern edge of Moreno Valley and consists of 8,800 acres, including the 1,800-acre Lake Perris. The Recreation Area contains a major reservoir, natural open space and facilities for boating and fishing, picnicking and camping. About 1,600 acres of the property were dedicated to the State of California as mitigation for loss of wildlife habitat due to development of the Moreno Valley Ranch Specific Plan. The park provides a myriad of recreational activities including fishing, water sports, bird watching, hiking, rock climbing, camping, and horseback riding as well as facilities for exhibits, programs, and cultural education. The Lake Perris State Recreation Area also serves as one of several habitat reserves for the endangered Stephen's Kangaroo Rat.



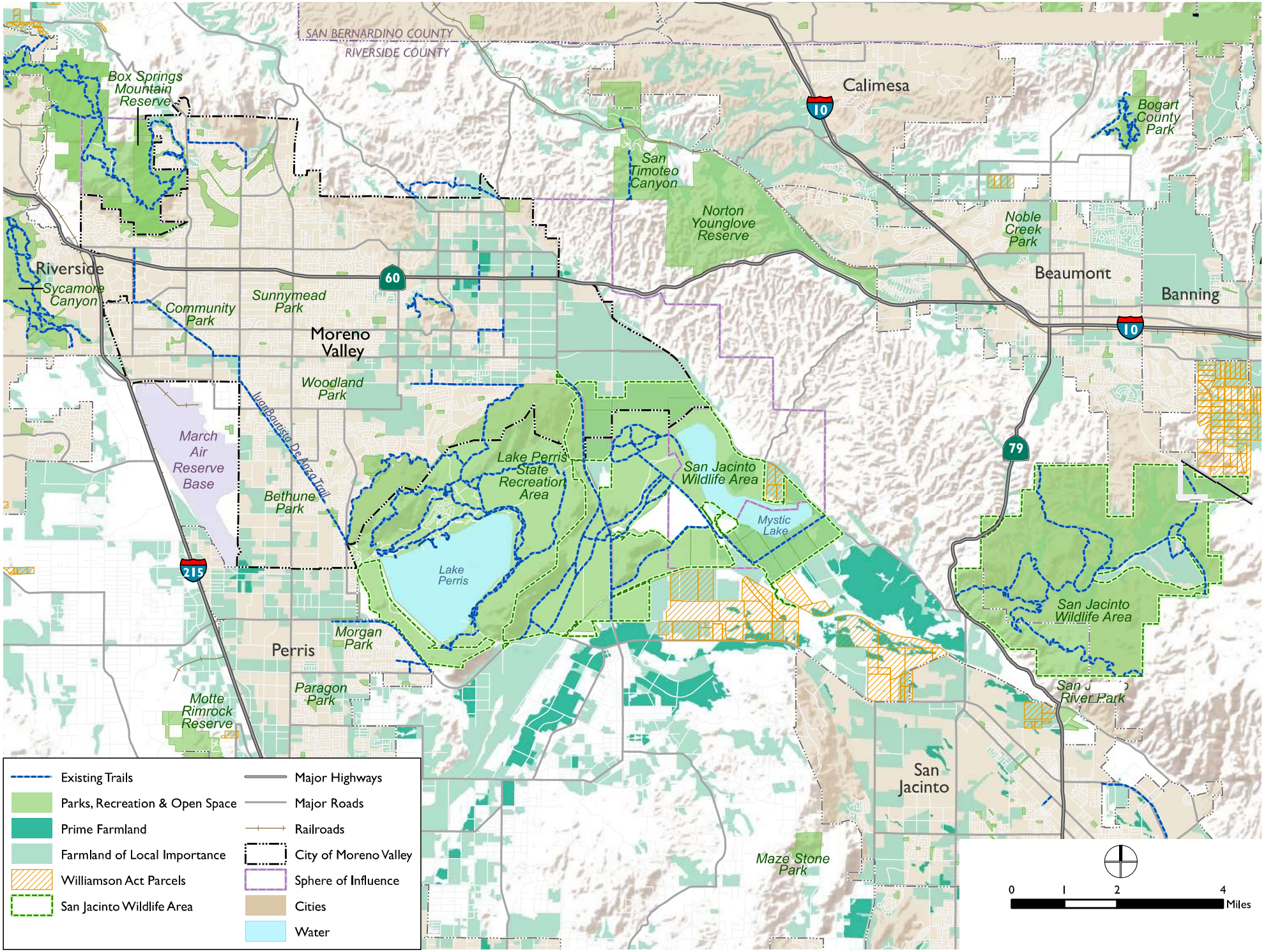
Box Springs Mountain Reserve



Lake Perris State Recreation Area



Map OSRC-1: Regional Open Space and Trails



San Jacinto Wildlife Area

The San Jacinto Wildlife Area in the southeastern corner of the planning area consists of gently sloping grasslands, sage scrub and natural and man-made wetlands that support migratory birds and resident wildlife. Bird watching and hunting are popular activities. The area encompasses approximately 19,000 acres, with 900 acres of restored wetlands and offers wildlife viewing, hunting, field trips for school children, and a field trails area for dog training. The property was designated as a wildlife area by the Fish and Game Commission in 1982. In the following years, areas within the wildlife area have been altered to enhance and enlarge wetland habitats for conservation and for native animal species. The area provides habitat to a diverse range of wildlife including waterfowl, wading birds, and quail. Some of the adjoining property is owned by private organizations and dedicated to hunting and wildlife conservation.

San Timoteo Canyon Park

San Timoteo Canyon Park is located east of the City's sphere of influence along the north side of State Route 60 (SR 60). The park is owned and operated by the Riverside County Regional Park and Open Space District, with some areas – including the Badlands Landfill – jointly owned and operated with Riverside County Waste Management District

Sycamore Canyon Wilderness Park

Sycamore Canyon Wilderness Park encompasses approximately 1,500 acres to the west of the City. The park offers recreational opportunities including hiking, biking, bird watching, and free family-friendly events with nature-based crafts, activities, and naturalist-led nature walks. Along with the Federally-listed endangered species, the Stephen's Kangaroo Rat, the park is also home to nearly one hundred other plant and animal species that have been classified as rare, sensitive, threatened, or endangered.

Motte Rimrock Reserve

The Motte Rimrock Reserve encompasses approximately 715 acres to the south of the City at the western edge of Perris Valley. The private ecological reserve and biological field station protects critical habitat for a variety of animals, including two federally listed species and ten more rare animal species. The Reserve is visited by high school and university students for educational research.

The Motte Rimrock Reserve is affiliated with the University of California, Riverside. The Motte Rimrock ecological reserve and biological field station is located on a small plateau overlooking the Perris Valley in west-central Riverside County. The Motte Rimrock Reserve is the smallest of the Stephen's Kangaroo Rat's reserves, which total to approximately 41,000 acres.

AGRICULTURE

The area around Moreno Valley has a long history of agricultural use dating back to the 19th Century, although the viability of farming has diminished over time with the high cost of water and the rising cost of land. Today there are few farms in the Planning Area and ongoing agricultural activities are generally limited to grazing on rural residential lands. Nevertheless, approximately 157 acres of land within the planning area are classified by the California Department of Conservation as Prime Farmland, meaning it has among the best combination of characteristics for crop production in the state. An additional 9,689 acres of land in the Planning Area are classified as Farmland of Local Importance, defined as important to the local economy. The areas of Prime Farmland and Locally Important Farmland of Local Importance are generally concentrated in the eastern portion of the planning area, as shown in Map OSRC-1. Within the City limit, Locally Important Farmland in the southern portion of the City has been converted to urban uses.

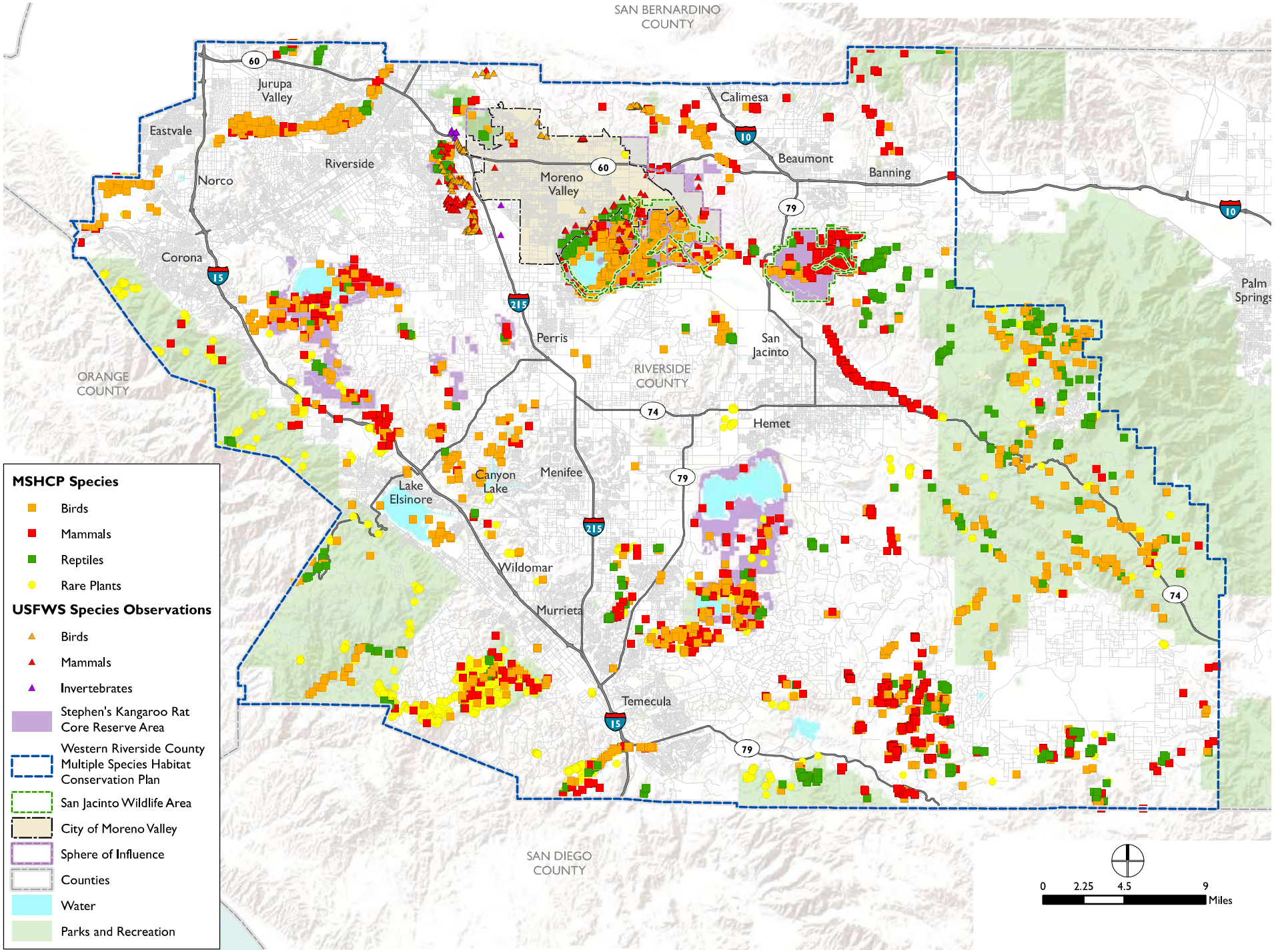
Habitat Conservation and Species Protection

Biological resources include not only the plants, trees, animals, fish, birds, and microorganisms present in the urban and natural environment around us, but also the water, soil, habitats, and ecosystems that make up the ecological community in which we live. The richer the diversity of life around us, the greater the opportunity for healthy living, economic development, and adaptive responses to new challenges such as climate change.

Moreno Valley and the surrounding area is home to a diverse range of important plant and animal species. Many of the open spaces in and around the planning area house unique and endangered species, which are commonly referred to as special-status species and given protection under federal and State law. Box Springs Canyon Reserve alone is home to 16 species of mammals and over 85 bird species. The City has participated in multiple planning efforts to conserve habitat and support important species in the area, collaborating in the development of both the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP). Map OSRC-2 shows recorded special-status species occurrences within the planning area.

The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan focusing on conservation of species and their habitats in western Riverside

Map OSRC-2: Special Status Species



County. The Plan was approved in 2003 and encompasses approximately 1.2 million acres, including Moreno Valley. The MSHCP protects 146 native species of plants, birds, and animals and designates half a million acres of habitat in western Riverside County as protected.

The SKRHCP, developed and managed by the Riverside County Habitat Conservation Agency, is focused on protecting and preserving major habitat areas of the Stephens' Kangaroo Rat, a small rodent endemic to the area that is listed as an endangered species. The plan was adopted in 1996 and covers a planning area of 533,954 acres. The SKRHCP preserved 41,221 acres of land in seven core reserves to protect 12,460 acres of Stephens' Kangaroo Rat habitat. Due to the success of the efforts to protect its critical habitat, the US Fish and Wildlife Service has proposed that the Stephens' Kangaroo Rat be re-classified from an endangered to a threatened species, a lower-risk classification.

Wildlife Corridors and Habitat Connectivity

Senate Bill (SB) 1425 (2022) and Assembly Bill (AB) 1889 (2024) together strengthen the role of General Plans in supporting wildlife connectivity and movement. SB 1425 requires cities to consider how open space contributes to climate resilience, including preserving habitat corridors and reducing fragmentation. AB 1889 builds on this by mandating that the Open Space Element specifically identify wildlife corridors, assess barriers to movement, and incorporate strategies to protect or restore habitat linkages using the best available science and coordination with the California Department of Fish and Wildlife. Together, these laws ensure that land use planning actively supports biodiversity, ecosystem function, and species adaptation to climate change. In Moreno Valley, this is especially important given the City's location between the Box Springs Mountains, the Badlands, and San Jacinto Wildlife Area—each serving as critical habitat areas for native species and migratory wildlife.



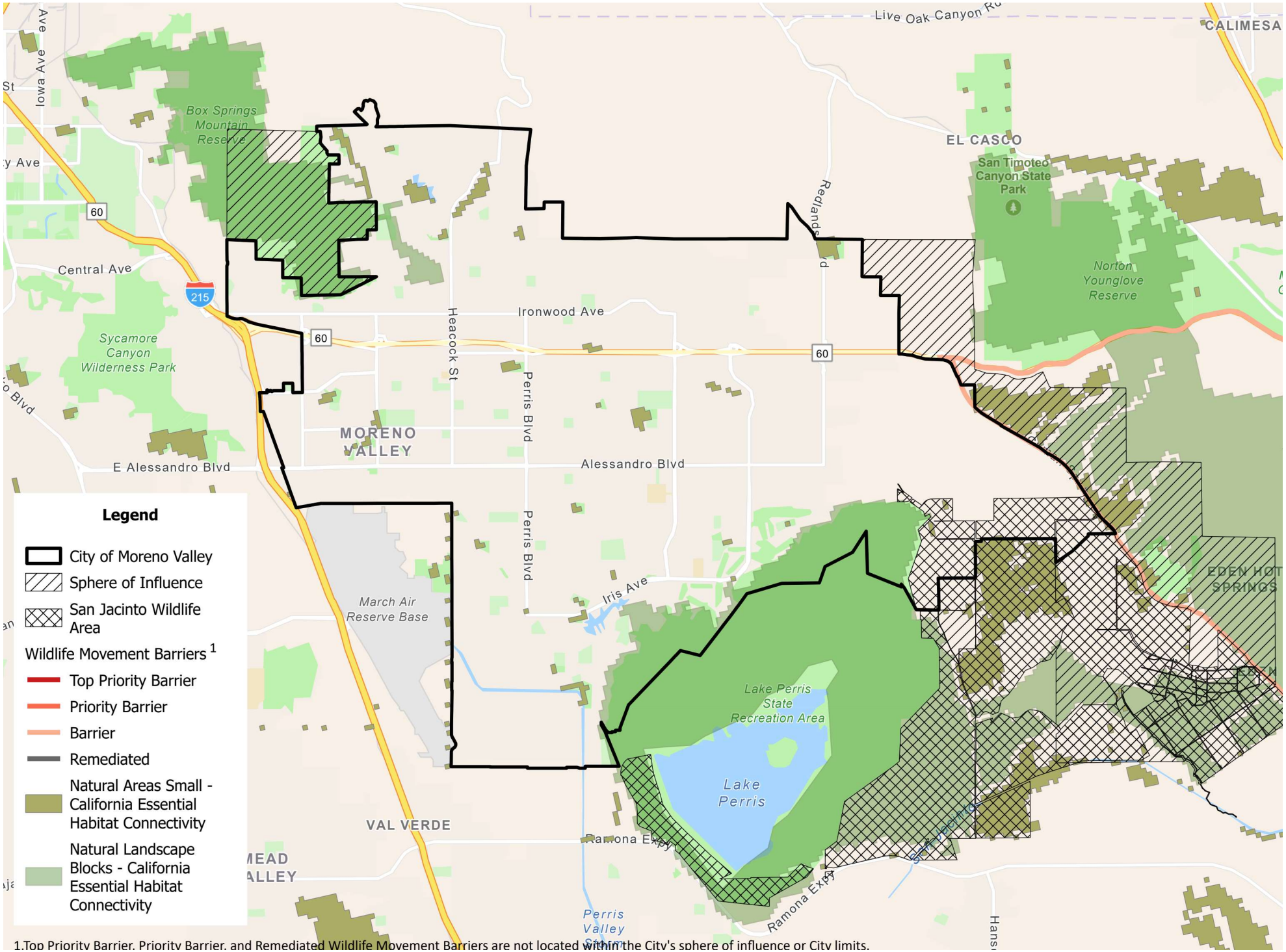
Stephens' Kangaroo Rat
Photo credit: Western Riverside County MSHCP

The Conservation Analysis Unit (CAU) of California Department of Fish and Wildlife develops and maintains spatial data and models of wildlife movement, corridors, and habitat connectivity across California. They provide maps and models called Biogeographic Information and Observation System (BIOS) Viewer and Areas of Conservation Emphasis (ACE) that are used by scientists and decision-makers to inform how to best conserve habitat connectivity, or the ability of species and ecological processes to move through the landscape.

Natural Landscape Blocks identified in the BIOS Viewer highlight large (each over 2,000 acres), intact habitat areas on the northern and southeastern edges of Moreno Valley, including the Box Springs Mountains, Bernasconi Hills, and Lake Perris (refer to Map OSRC-3). These areas support regional biodiversity and habitat connectivity. While outside the urban core, they play a key role in climate resilience and should be protected and integrated into open space planning. Several small natural areas are scattered across southern and eastern Moreno Valley, including patches near Lake Perris, Bernasconi Hills, and the Badlands. While smaller than 2,000 acres and excluded from Statewide Natural Landscape Blocks, these areas still provide important local habitat, ecological value, and potential stepping-stones for wildlife movement. Integrating these into planning efforts helps support fine-scale connectivity, aligns with SB 1425 and AB 1889, and enhances biodiversity in and around the urban environment.

The BIOS Viewer highlights infrastructure barriers—such as highways, fences, canals, and rail

Map OSRC-3: Wildlife Movement Barriers, Natural Small Area and Natural Landscape Blocks



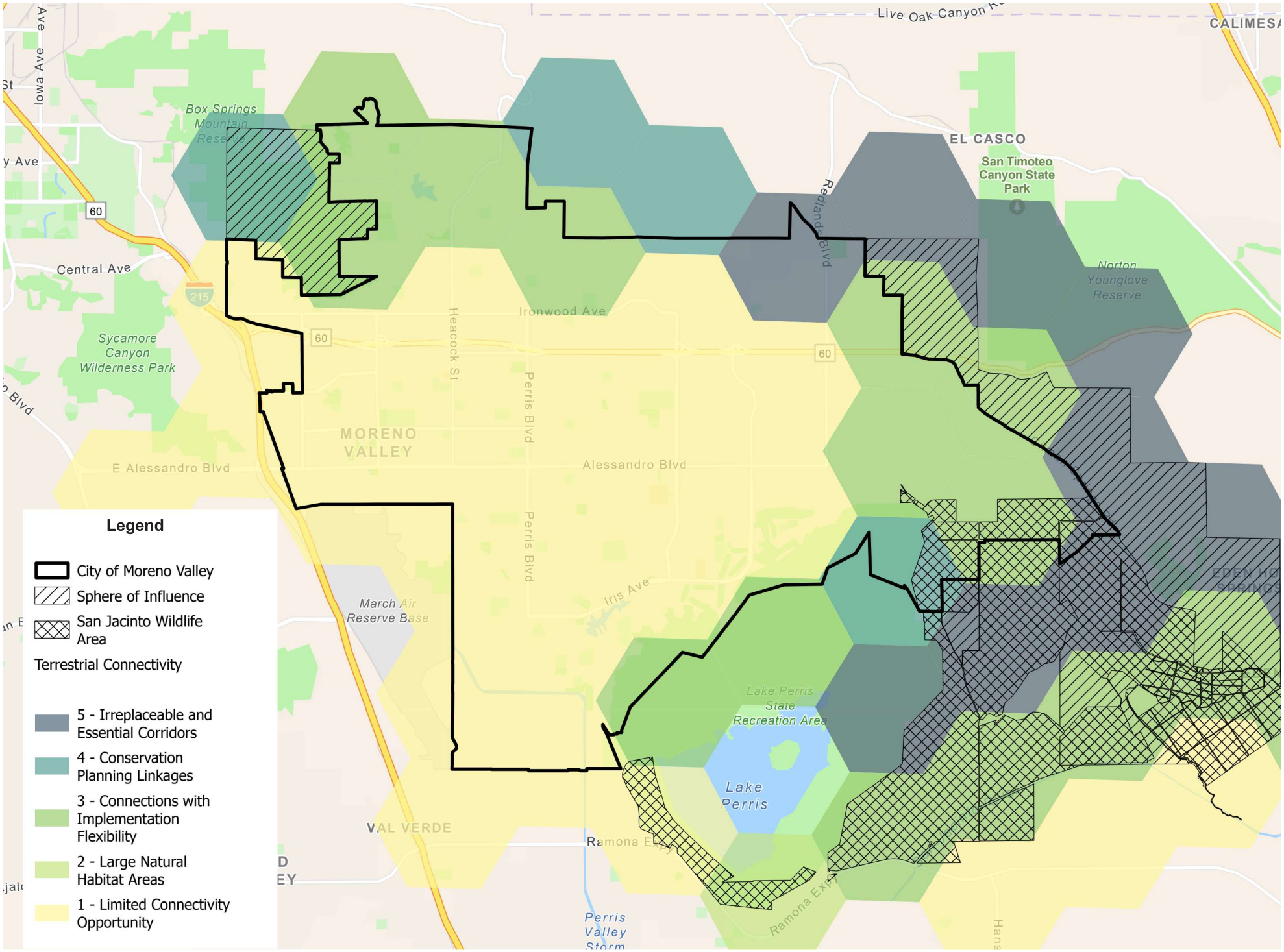
1.Top Priority Barrier, Priority Barrier, and Remediated Wildlife Movement Barriers are not located within the City's sphere of influence or City limits.

lines—that disrupt terrestrial wildlife movement across California. Map OSRC-3 identifies segments of Gilman Springs Road and the eastern portion of SR 60, along the eastern edge of Moreno Valley, as barriers within a broader regional linkage connecting the San Jacinto Valley, Mount Russell, and the Box Springs Mountains. While not classified as top-priority barriers, these segments still impede wildlife migration and access to habitat. Although SR 60 (under Caltrans jurisdiction) and portions of Gilman Springs Road (under Riverside County jurisdiction) are identified as barriers to wildlife movement, they are outside the City's jurisdiction, Moreno Valley intends to collaborate with responsible agencies to support mitigation efforts such as wildlife underpasses, conservation buffers, and the preservation of adjacent open space corridors to enhance habitat connectivity.

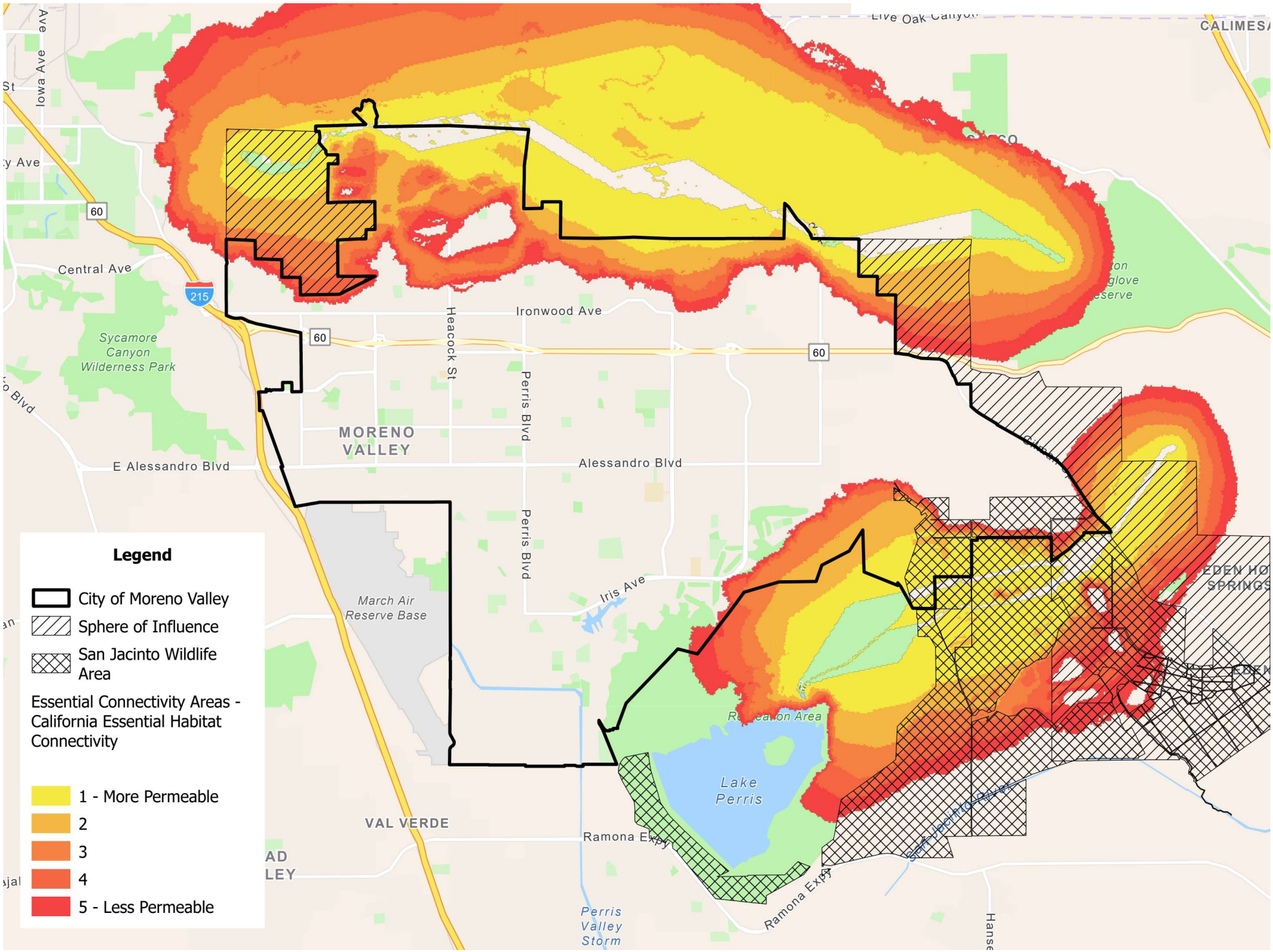
ACE Terrestrial Connectivity maps provide spatial data on wildlife, vegetation, and habitat connectivity, summarized in 2.5-square-mile hexagons, to support biodiversity conservation and climate resilience planning. Map OSRC-4 shows that the western and central portions of Moreno Valley, including much of the developed area, are primarily classified as "Limited Connectivity Opportunity" (light yellow), indicating low ecological connectivity due to urbanization and fragmented open space. However, areas to the north and east, particularly near Box Springs Mountain Reserve and the Badlands/San Jacinto Wildlife Area, are classified as "Large Natural Habitat Areas" (green) and "Connections with Implementation Flexibility" (blue), and even some areas labelled as "Conservation Planning Linkages" (dark gray), which reflect moderate to high connectivity potential depending on restoration, mitigation, or land management strategies. These findings underscore Moreno Valley's unique position - while its urban core limits natural movement, it is flanked by significant regional open space systems that still offer critical opportunities to maintain and restore wildlife connectivity, especially for terrestrial mammals, birds, and reptiles. These linkages are essential for genetic flow, species adaptation to climate change, and habitat resilience.

Essential Connectivity Areas (ECAs) shown in the BIOS Viewer highlight broad corridors where habitat connectivity should be preserved to support wildlife movement, biodiversity, and climate resilience. Map OSRC-5 identifies two major ECAs intersecting the northern and southeastern edges of Moreno Valley, linking the Box Springs Mountains, San Jacinto Valley, and Bernasconi Hills. Connectivity varies from high permeability (yellow) in natural open space to low permeability (red) in developed areas. The most permeable areas—those that best support wildlife movement—are concentrated in the hillsides and natural open space areas, while less permeable areas (orange to red) align with urban development, major roads, and other infrastructure that pose partial or complete barriers to wildlife. While much of the corridor lies outside City limits, Moreno Valley's open spaces—especially near Lake Perris and Mount Russell—are vital to maintaining these regional habitat linkages.

Map OSRC-4: Terrestrial Connectivity



Map OSRC-5: Essential Connectivity



Recreational Trails

MULTI-USE TRAIL SYSTEM

Moreno Valley's Multi-Use Trail System is one of the City's greatest assets. The system is partially constructed, with improved primarily located in the northwest near Sunnymead Ranch and in the hills in the southern portion of the City bordering the Lake Perris Recreation Area. Recreational trails in and around the City are shown in Map OSRC-1. The multi-use trails accommodate pedestrians, bicyclists, and equestrians. The City's trail system provides connections to both regional and State trails, as well as equestrian staging areas. Expansion of the system is guided by the Master Plan of Trails, which envisions a 56-mile network of City trails in the future connecting Box Springs Mountain Regional Park with the Lake Perris State Recreation area through the northern and eastern portions of the City.

To encourage maintenance and use of the trail system, the City has established the Beautify MoVal program, an enhanced "Adopt-a-Trail" program, which allows any private organization, business, non-profit, civic group, or individual resident to take an active role in maintaining trails. The City's Parks, Community Services and Trails Committee also recruits volunteers and public input to enhance the multi-use trail system. The City is continuing work to develop and expand the trail network. Proposed trails in the City would close gaps between trails in the northwest, northeast, middle, and southern parts of the City and support active transportation in Moreno Valley. Some examples of proposed connections are:

- The Cold Creek Trail in the middle of the City would be connected to the existing trail along Cactus Avenue.

Proposed trails in nearby neighborhoods would be connected to the San Jacinto Wildlife Area. Proposed trails in the City not only provide opportunity for recreational activity, but afford off-street connectivity between neighborhoods, parks, schools, public facilities, and major job centers.

REGIONAL TRAIL SYSTEMS

Many of the open spaces surrounding Moreno Valley have robust regional trail networks. In addition, the 1,200-mile Juan Bautista de Anza Trail passes through Moreno Valley as it follows the historic route of the Spanish explorer from Nogales, Arizona to the San Francisco Bay Area. The City is actively working to improve and develop the section of the Juan Bautista de Anza Trail that travels through Moreno Valley, which extends from the Town Gate area to Lake Perris. The City received a federal grant to develop a comprehensive plan along the entire existing Juan Bautista de Anza Trail, and has received three grants under the Active Transportation Program, providing full funding for design and construction for the entire trail. In addition to planning and improving the Juan Bautista de Anza Trail, the City is working to close gaps and connect the Trail to local regional parks and open spaces, and neighboring cities' trail networks.



Water Quality and Groundwater Protection

Surface water resources in and near Moreno Valley include Lake Perris, Mystic Lake, and several small reservoirs and creeks throughout the City. Most of the Planning Area drains into the San Jacinto River, while the northwest portion of the Planning Area drains to the west into a tributary of the Santa Ana River.

Water resources in the City and throughout Riverside County are sustained by substantial groundwater basins, which are used as reservoirs to store water during wet years. These underground reservoirs are tapped throughout the year according to the demand for water. Groundwater conditions in these basins are influenced by natural hydrologic conditions such as percolation of precipitation, groundwater seepage, and stream flow within the watershed areas. While groundwater no longer provides a significant percentage of the local water supply for Moreno Valley, it is still an important natural resource for the area that should be protected. Groundwater aquifers are natural storage tanks that can store water for use during drought periods. Groundwater supplies can be damaged and depleted due to excessive extraction, and polluted by uncontrolled substances including agricultural chemicals, domestic sewage, and chemical spills. There are two hydrological groundwater basins in the planning area—the Perris Basin is on the western side of Moreno Valley and the San Jacinto Basin is on eastern side of the Planning Area.

Groundwater throughout the state, and especially in the arid Inland Empire region, is an important resource that is highly regulated and controlled. Without proper management, groundwater basins can be overdrawn, leading to less storage capacity, poor water quality, less overall available water, and even ground subsidence, in which less water in the ground

causes soil to compact and sink, cracking infrastructure and destabilizing buildings. Groundwater levels can also be impacted by urban places that contain extensive impermeable surfaces like asphalt and concrete, which restrict water infiltration into the soil. California's groundwater is regulated under the 2014 Sustainable Groundwater Management Act (SGMA), which requires Groundwater Sustainability Plans to be adopted for medium or high-priority basins.

Moreno Valley's groundwater falls within the West San Jacinto Groundwater Management Area, along with most of the groundwater in western Riverside County. The San Jacinto Groundwater Basin is deemed a high priority basin but is not currently critically overdrafted. As such, the Groundwater Sustainability Agency is required to develop a Groundwater Sustainability Plan (GSP) for the basin by 2022 and implement the Plan by 2042. The San Jacinto Groundwater Basin GSP 2023 Annual Report was published in March 2023. The GSP documents basin conditions and basin management and is based on measurable objectives and sustainability indicators.

SB 1425 requires cities to assess how open space can support climate resilience, including managing stormwater and reducing flood risks. In Moreno Valley, increased urban development and impervious surfaces have elevated the volume and velocity of runoff during storm events, contributing to localized flooding and reduced natural groundwater replenishment. Open space planning presents a critical opportunity to address these issues by using parks, natural areas, and green infrastructure to manage stormwater while enhancing environmental and community benefits.

Open spaces—such as greenbelts, community parks, medians, and riparian corridors—can be designed to capture, filter, and absorb stormwater using low-impact development (LID) strategies. These include bioswales, infiltration basins, rain gardens, and permeable pavements that mimic natural hydrology, allowing water to soak into the ground rather than being diverted through concrete channels. These features not only reduce flood risk and water pollution but also support groundwater recharge, an increasingly important goal in light of recurring droughts and limited imported water supplies in the Inland Empire region.

Goal OSRC-1: Preserve, protect, and enhance natural resources, habitats, watersheds, and wildlife movement corridors in in Moreno Valley and the surrounding area, to support biodiversity, ecosystem health, and climate resilience through responsible planning and management practices.

Open Space Preservation and Access

POLICIES

OSRC.1-1: Retain the maximum feasible amount of open space and agricultural land in areas outside the City surrounding Moreno Valley, recognizing its habitat value as well as its contribution to the local economy, quality of life, healthy air quality, and community character.

OSRC.1-2: Support regional efforts to preserve, protect, and enhance environmentally sensitive areas, including hillsides, canyon areas, wildlife corridors, natural watercourses, and riparian areas in and adjacent to the planning area.

OSRC.1-3: Maximize public access to natural resource areas where appropriate, to enhance environmental awareness and provide recreational opportunities.

OSRC.1-4: Encourage the development of interpretive facilities that provide education about local environmental resources and ecosystems.

OSRC.1-5: Design stormwater detention basins as multi-use amenities providing recreation, aesthetic value, and wildlife habitat along with flood control.

OSRC.1-6: Where agriculture exists within the City limits, allow uses to continue until urban development occurs on these properties and support appropriate commercial activities (i.e. horse stables, agri-tourism) in rural areas in and around Moreno Valley.

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.

OSRC.1-8: Prioritize multi-benefit open space projects in flood-prone or groundwater-recharge areas, particularly in disadvantaged communities identified using CalEnviroScreen and Federal Emergency Management Agency flood maps.

ACTIONS

OSRC.1-A: Work with responsible public agencies, including the Riverside Transit Agency, Lake Perris State Recreation Area, and Box Springs Mountain Reserve Park, to provide convenient public access to open space lands and trails, except in those areas where public safety would be compromised or significant land use conflicts would occur.

OSRC.1-B: Work with public agencies and non-profit organizations to establish a coordinated web-presence and region-wide map of open space areas and recreational facilities.

OSRC.1-C: Partner with public agencies to offer programs that foster local environmental awareness and encourage the protection of natural resources.

Habitat Conservation and Species Protection

POLICIES

OSRC.1-9: Cooperate with federal, State, and local regulatory agencies as well as non-profit organizations and neighboring jurisdictions to promote the responsible stewardship of natural resources, habitats, and wildlife connectivity within the planning area.

OSRC.1-10: 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.

OSRC.1-11: Require all development, including roads, proposed adjacent to riparian and other biologically sensitive habitats to mitigate impacts to such areas.

OSRC.1-12: Avoid or minimize development and infrastructure that would fragment identified wildlife corridors or reduce permeability within Essential Connectivity Areas and Natural Landscape Blocks.

OSRC.1-13: Limit to the extent feasible the removal of natural vegetation in hillside areas when retaining natural habitat does not pose threats to public safety.

OSRC.1-14: Promote the use of conservation easements especially in the Essential Connectivity Areas and preserves as means to conserve natural habitats, enable wildlife movement and protect natural resources.

ACTIONS

OSRC.1-D: Continue to participate in the implementation of regional habitat conservation and restoration programs, including the Western Riverside County Multiple Species Habitat Conservation Plan and the Stephens' Kangaroo Rat Habitat Conservation Plan.

OSRC.1-E: Develop a readily available Wildlife Connectivity Overlay Map combining Essential Connectivity Areas, Natural Landscape Blocks, and identified barriers to inform land use decisions and conservation priorities.

OSRC.1-F: In areas where development (including trails or other improvements) may adversely affect special-status species or disrupt wildlife movement corridors (per wildlife connectivity overlay map), require project proponents to submit a study conducted by a qualified professional that identifies the presence or absence of special-status species and evaluates potential impacts to wildlife movement at the proposed site. If such species or movement corridors are present, require incorporation of appropriate mitigation measures to avoid, minimize, or compensate for impacts prior to project approval.



The San Diego Banded Gecko, Walker Canyon Superbloom, Quino Checkerspot Butterfly, and the Coyote are some of the flora and fauna protected under the Western Riverside County MSHCP.
Photo credit: Western Riverside County Regional Conservation Authority

OSRC.1-G: Work with Caltrans and Riverside County to identify priority locations for wildlife underpasses or culverts along Gilman Springs Road, and pursue funding from State and federal grants, as well as nonprofit and private sources, to support connectivity improvements and habitat restoration efforts.

OSRC.1-H: Pursue conservation easements or land acquisition in key connectivity areas using grants and other development incentives.

OSRC.1-I: Collaborate with adjacent cities, the County, and regional agencies to align plans and zoning for shared corridors that cross jurisdictional boundaries.

Recreational Trails

POLICIES

OSRC.1-15: 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.

OSRC.1-16: Expand the City's network of multi-use trails and provide connections from residential and commercial areas within the City to surrounding hillsides, ridgelines, open spaces and other scenic areas.

OSRC.1-17: Provide sufficient resources for the maintenance of trails and staging areas through a combination of grant funding, City resources, and volunteer efforts.

ACTIONS

OSRC.1-J: Develop standards for planning, design, management, and maintenance of trails and pathways within parks, preserves, open space, and rights-of-way.

Water Quality and Groundwater Protection

POLICIES

OSRC.1-18: 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).

OSRC.1-19: Preserve natural drainage courses in their natural state to the extent feasible.

OSRC.1-20: Maximize the amount of pervious surfaces in public spaces to permit the percolation of urban runoff while implementing best practices for stormwater pollution prevention.

OSRC.1-21: 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.

OSRC.1-22: 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.

OSRC.1-23: Allow new development to use individual wells only where an adequate supply of good quality groundwater is available.

ACTIONS

OSRC.1-K: Continue to provide information to local residents and businesses regarding proper disposal practices for common household waste items, such as paints, pool chemicals, pesticides, motor oil, and household cleaners and disinfectants.

OSRC.1-L: In concert with Eastern Municipal Water District, identify aquifer recharge areas and establish regulations to protect recharge areas and regulate new individual wells.

OSRC.1-M: Pursue funding from the Sustainable Groundwater Management Grant Program and other sources for investments in groundwater recharge and projects to implement the Basin Plan.

OSRC.1-N: Monitor groundwater production, recharge and related activities in the Hemet/San Jacinto Groundwater Management Area to ensure adequate protections for groundwater available in Moreno Valley.

OSRC.1-O: Retrofit existing parks and medians with bioswales, rain gardens, and permeable paving to manage stormwater and reduce runoff.

OSRC.1-P: Adopt design standards that require new parks and large-scale developments to incorporate stormwater infiltration features and minimize impervious surfaces.

OSRC.1-Q: Monitor and evaluate the performance of green infrastructure in public spaces through indicators such as infiltration rates, water quality improvements, and reduction in peak flow volumes.



Low Impact Development practices like bioretention and porous paveing help retain groundwater and capture storm water runoff.

Scenic Resources and Cultural Heritage

SCENIC RESOURCES

The City of Moreno Valley lies on a relatively flat valley floor surrounded by rugged hills and mountains that provide a stunning natural backdrop to the community. Panoramic views of the San Jacinto Valley can be seen from elevated segments of some local roads and from hillside residences. The views are particularly attractive on clear days and at night when the glow of city lights can be seen.

As shown on Map OSRC-3, the principal scenic resources in the planning area are all visible from SR 60, a major regional transportation corridor that runs through the area. Upon entering Moreno Valley from the west, the dominant view is of Box Springs Mountain to the immediate north and the Bernasconi Hills to the south. Both mountain ranges display numerous rock outcroppings and boulders that add visual character to these landforms. Moreno Peak is part of a prominent landform located within the City limit, south of SR 60 along Moreno Beach Drive. This landform only rises a few hundred feet above the valley floor but has a unique location near the center of the valley. Moreno Beach Drive, the main route to Lake Perris from SR 60, offers views of Moreno Peak and a panoramic view of Moreno Valley.

At the eastern edge of the City, SR 60 passes through the Badlands area, characterized by steep and eroded hillsides. Expanses of open land are found throughout this portion of the planning area and these tracts of land allow for uninterrupted scenic vistas from SR 60, Gilman Springs Road and other roadways and provide views of the San Jacinto Valley and the ephemeral Mystic Lake. Views of the San Bernardino and San Gabriel mountains are evident at times from the valley floor. Winter snows in the San Bernardino and San Jacinto Mountains often provide a striking view.

CULTURAL RESOURCES

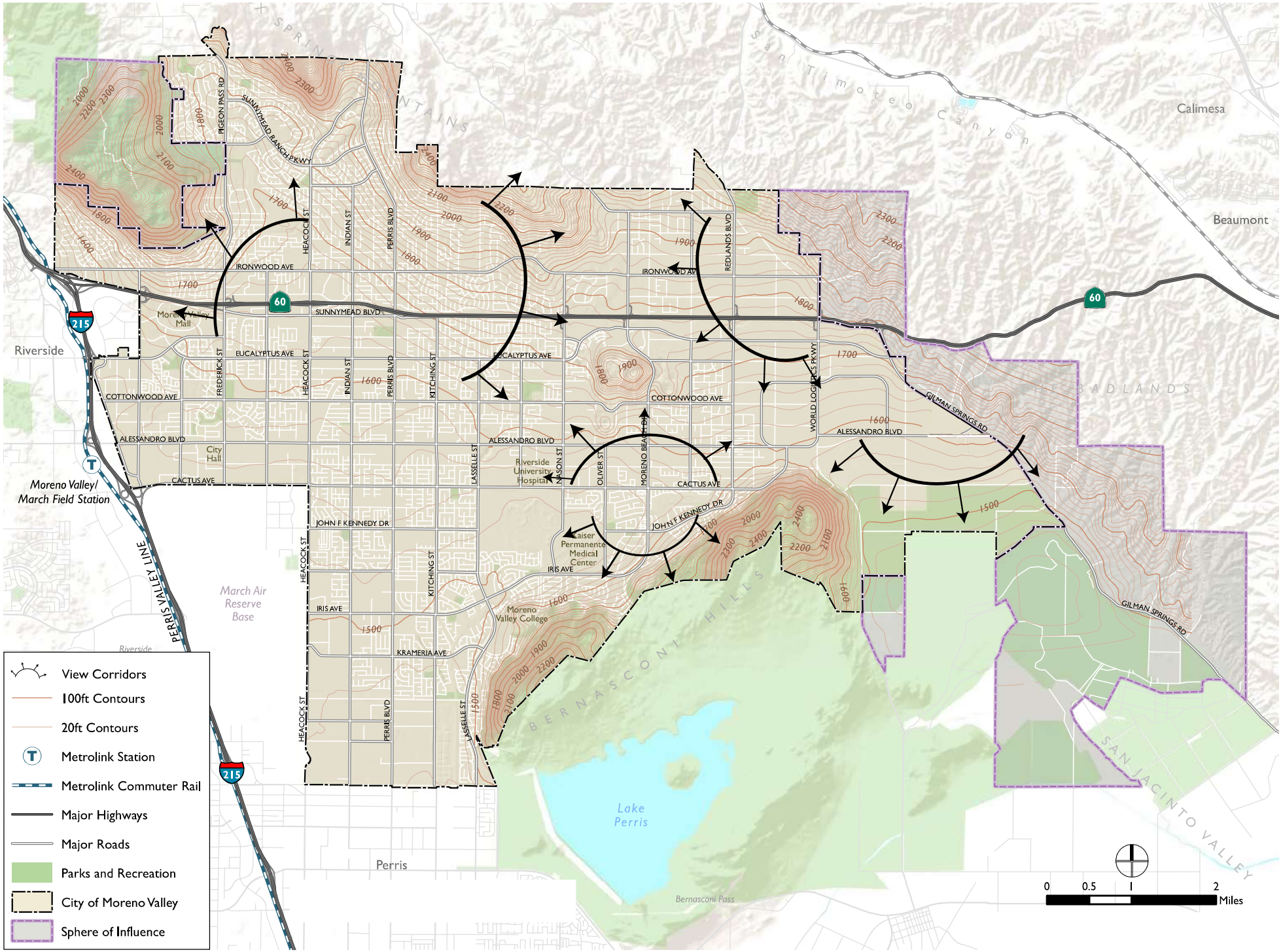
The area around Moreno Valley has a rich heritage that involves a confluence of cultures. The earliest inhabitants were people of the Western Pluvial Lakes Tradition, whose presence in the area dates back to the early Holocene more than 10,000 years ago. These peoples were hunter gatherers who lived on or near former pluvial lakeshores or along old streams. In the late Holocene, about 1,500 years ago, Shoshonean-speaking people from the Colorado River region moved westward into the area, possibly bringing bow-and-arrow technology with them.

Within the planning area, the traditional territories of three Native American peoples intersect: the Luiseño, the Cahuilla, and the Gabrieliño. The Luiseño are linguistically and culturally related to the Gabrieliño and Cahuilla and appear to be the direct descendants of Late Prehistoric populations. These peoples were also hunter gatherers and lived in villages. Artifacts and resources they have left behind include Brown Ware ceramics, red and black pictographs, cremation remains in urns, and historic materials such as glass beads and metal objects.



Luiseño pictographic rock art found at Lake Perris State Recreation Area.
Photo credit: Weekend Sherpa

Map OSRC-6: Scenic Resources and Ridgelines



Early European settlers arrived in the area in the late 18th Century, traveling north from Mexico to various mission settlements along a trail charted in 1774 by Juan Bautista de Anza. The trail passed through the San Jacinto Valley, the Perris Valley and southwest Moreno Valley. The mission system introduced horses, cattle, sheep, and agricultural goods, and provided new construction methods and architectural styles. Moreno Valley and the rest of California became part of the United States in 1850 and settlement was spurred with the development of transportation links. John Butterfield operated a stagecoach line between Tucson, San Diego, Los Angeles and San Francisco. A separate stage line went through Moreno Valley from Perris Valley to Pigeon Pass and Reche Canyon.

Water too was essential for settlement and an irrigation district was formed in 1891 for the purpose of importing water from a reservoir in the San Bernardino Mountains. Most of the valley was subdivided and two town sites were established in anticipation of the new water supply. The town of Moreno was established at the intersection of Alessandro and Redlands Boulevards. Alessandro was located along the Southern California Railway line at the intersection of Iris Avenue and Elsworth Street. At the time the original subdivision map was drawn up, major north-south streets were established at half-mile intervals with names in alphabetical order from west to east. The avenues, oriented east to west, were established at quarter-mile intervals. The names of the avenues were also established in alphabetical order; tree names north of Alessandro Boulevard; botanical names south of Alessandro Boulevard.

Water deliveries began in 1891 from a new aqueduct that terminated at the northeast corner of the valley; however, the flow of water was soon interrupted by a period of drought and a legal dispute over water rights with the City of Redlands. In 1899, the Perris & Alessandro Irrigation District lost its claim and as crops failed due to drought in subsequent years, most of the residents left, relocating many of the original homes to other areas. Development interest in the western side of the valley was renewed with activation of March Air Force Base in 1918, and in the 1920s well drilling provided access to local groundwater. Mutual water companies were formed, land was subdivided, and people began to settle in the communities of Edgemont and Sunnymead. Development activity slowed during the depression era until March Air Force Base was reactivated during World War II.

Today, the Planning Area contains numerous archaeological resources that provide testament to the history of the region. These resources include prehistoric sites, such as bedrock milling features, rock shelters, hearths, ground stone scatters, ceramics, and rock art, as well as historic sites, including grave sites, cisterns, foundations, trash scatters, walls, adobe remnants, or ranch features. Prehistoric resources tend to be located within the foothills, principally along the northern and southeastern edges of the present-day City limit. The potential for as-yet-undiscovered prehistoric resources is highest in these areas. The City consults with Native American tribes with traditional and cultural affiliations to the planning area.

Goal OSRC-2: Preserve and respect Moreno Valley's unique cultural and scenic resources, recognizing their contribution to local character and sense of place.

POLICIES

OSRC.2-1: Limit development on hillsides and ridgelines where structures interrupt the skyline.

OSRC.2-2: Incorporate significant rock formations into the design of hillside developments.

OSRC.2-3: Minimize alteration of the topography, drainage patterns and vegetation of land with slopes of ten percent or more and maintain development standards to protect the environmental and aesthetic integrity of hillside areas.

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.

OSRC.2-5: Recognize the scenic value of views of hills surrounding Moreno Valley from Gilman Springs Road, Moreno Beach Drive, and SR 60 and encourage measures to preserve viewsheds, as possible. The view of Mystic Lake from Gilman Springs Road should also be considered.

OSRC.2-6: The use of natural materials such as stone, brick, and wood is preferable to metal posts and rails for roadside appurtenances along local scenic roads.

OSRC.2-7: Ensure any signage along local scenic roads does not detract from the area's scenic character.

OSRC.2-8: Require cultural resource assessments prior to the approval of development proposals on properties located in archaeologically sensitive areas.

ACTIONS

OSRC.2-A: Maintain a map of sensitive archaeological sites in Moreno Valley and use it to inform project applicants of the need for cultural resource assessments.

Water and Energy Conservation

Water is a precious resource, particularly in the Inland Empire, where water is imported from other regions of the state and rising average annual daily temperatures are increasingly straining availability. Energy too is indispensable to our daily lives and our energy choices and impact the natural systems around us in many ways. Responsible management of energy and water will be critical if Moreno Valley is to thrive. Individual residents, businesses, and developers all have a role to play in the conservation of local water and energy resources.

WATER EFFICIENCY

Residential development accounts for the largest share of water demand in Moreno Valley, followed by landscaping. Statewide, the California Green Building Standards Code (CalGreen) requires the installation of water-efficient indoor infrastructure for all newly constructed buildings or structures, which will help reduce water consumption by 20 percent in new construction. Additionally, in Moreno Valley's arid climate, using drought-tolerant, locally adapted plants throughout the City can save thousands of gallons of water per year and reduce demand for groundwater. Greywater systems, which reuse water from showers, sinks, and laundry, can get multiple uses out of a single gallon of water, and are becoming more common in both new multi-family buildings and as retrofits in single-family homes. Rainwater harvesting can save water for a rainless day: barrel storage can keep water ready for landscaping irrigation in the dry summer months and can also help residents be prepared for emergencies. And making sure that water can infiltrate into the aquifer keeps the groundwater supply abundant: as water seeps into the ground, it gets filtered by soils and rock, and gets naturally stored underground until it is pulled up as drinking water.

As the main water purveyor to the community, Eastern Municipal Water District (EMWD) is primarily responsible for encouraging water conservation within Moreno Valley. EMWD has established water conservation requirements applicable throughout its service area, including mandatory water-efficient landscaping requirements and water use efficiency requirements. EMWD maintains a Water Waste mobile app that allows community members to take photos and alert EMWD staff to potential water waste situations. The City also has a role to play in implementing water conservation measures in its own operations and promoting efficient use of water throughout the community. Public landscaping within Moreno Valley Ranch is predominately irrigated with recycled water, and the City also maintains landscaping in the Moreno Valley Ranch area in the southeast of the community with recycled water, in addition to publicizing water conservation tips and information on rebate programs and water-efficient appurtenances via its website.

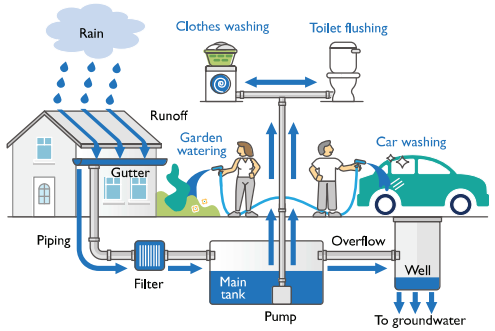
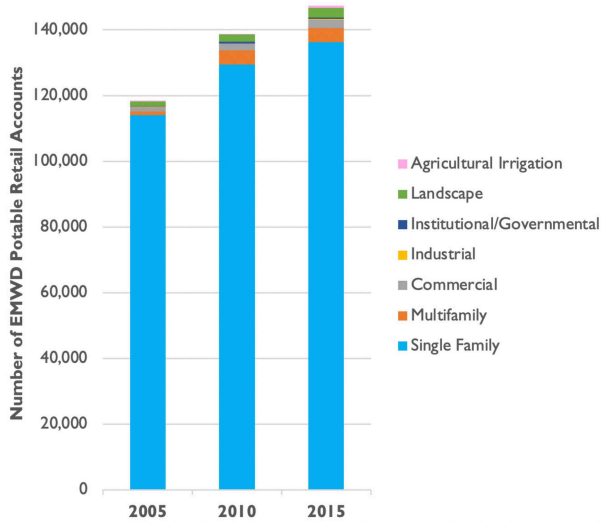


Figure OSRC-4: Water Use in Moreno Valley

Source: EMWD 2015 Urban Water Management Plan, 2016.





Rainwater harvesting can take the form of a greywater system (left) or a low-tech barrel in one's backyard that stores rain for a future dry day (above).

ENERGY EFFICIENCY

Southern California Edison (SCE) and the Moreno Valley Electric Utility (MVU) provide electricity to the City, while SoCalGas provides natural gas service. MVU is a municipally-owned utility company, which provides the City with an avenue to directly influence consumer behavior through programs and incentives that encourage energy conservation. MVU runs energy efficiency programs that offer retrofits, rebates, and energy audits to residential and commercial customers. There are also many other regional and state programs to help local residents and businesses defray the costs of installing energy efficient upgrades. MVU has installed Smart Meters for all residential customers to allow for easier tracking of energy use and the utility is working to install this technology for commercial and industrial customers. MVU has also converted streetlights within its service area to energy-efficient LED technology, which use at least 75 percent less energy and last 25 times longer than incandescent lighting. Additionally, MVU sponsors community events and provides information to all residents and businesses in the community, not just its customers.

The City's Climate Action Plan is also an important tool for promoting energy efficiency throughout the community. It includes an array of measures that address energy efficiency in the residential, commercial, and industrial sectors, including energy efficient upgrade programs, expanded incentives for retrofits, and new informational campaigns, as well as actions to further enhance the energy efficiency of municipal buildings and operations.



Goal OSRC-3: Use energy and water wisely and promote reduced consumption.

POLICIES

OSRC.3-1: Promote energy conservation throughout the community and encourage the use of renewable energy systems and technologies to supplement or replace traditional building energy systems.

OSRC.3-2: Participate in regional energy efficiency financing programs such as low-interest revolving loan funds, the California Comprehensive Residential Building Retrofit Program, and California First that enable property owners to obtain low-interest financing for energy improvements.

OSRC.3-3: Promote energy and water use awareness community-wide by informing the community regarding energy audits and incentive programs (tax credits, rebates, exchanges, etc.) available for energy conservation as well as water conservation techniques, services, devices, and rebates.

OSRC.3-4: Continue to implement energy and water conservation measures in City facilities and operations.

OSRC.3-5: Promote the retention and reuse of rainwater onsite and promote the use of rain barrels or other rainwater reuse systems throughout the community.

OSRC.3-6: Encourage new development to incorporate as many water-wise practices as feasible in their design and construction.

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.

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 greening' projects utilize water-efficient landscape.

ACTIONS

OSRC.3-A: Use the Climate Action Plan to help guide energy and water reduction efforts.

OSRC.3-B: Connect businesses and residents with voluntary programs that provide free or low-cost energy and water efficiency audits, retrofit installations, rebates, and financing by publishing information on the City's website.

OSRC.3-C: Seek funding programs to assist low and moderate-income households in energy conservation.

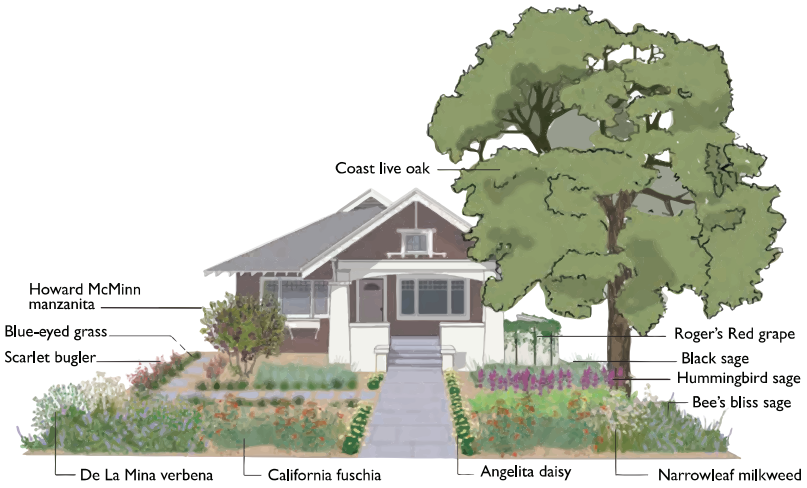
OSRC.3-D: Encourage City employees to submit energy efficiency and conservation recommendations for City operations and follow up on the recommendations.

OSRC.3-E: Periodically review and update City plans, resolutions, and ordinances to promote greater energy efficiency in both existing and new construction in regard to site planning, architecture, and landscape design.

Waste Reduction

The City is subject to various State mandates that were instituted for the purposes of achieving landfill diversion. Diversion is defined as the process of redirecting waste away from a landfill destination to be recycled or reused in some capacity. Typically, aluminum cans, paper, cardboard, and some plastics can be recycled, which achieve landfill diversion. Similarly, organic waste such as grass clippings and yard waste ("green waste") and food waste can be diverted away from landfills by composting and other forms of organic recycling.

Landfills are a key source of greenhouse gas emissions and beginning in the late 1980's, the State passed a series of laws aimed at reducing the quantity of waste sent to landfills. Of particular significance was the passage of AB 341 in 2011, which mandated commercial recycling and established the statewide diversion goal of 75 percent, and AB 1826, passed in 2014, which mandated commercial organics recycling. Organics like food scraps, yard trimmings, paper, and cardboard make up half of what Californians dump in landfills. Reducing Short-Lived Climate Super Pollutants like organic waste will have the fastest impact on the climate crisis we are starting to see in cities and counties throughout California. To reduce Statewide methane emissions in various sectors of California's economy, in 2016, the State signed into law SB 1383, the most significant waste reduction mandate to be adopted in California in the last 30 years. SB 1383 requires the State to reduce organic waste disposal, including disposal of food waste, green waste, paper products, by 75 percent by 2025, an amount equivalent to more than 20 million tons annually. The law also requires the State to increase edible food recovery by 20 percent over the same timeframe. This has significant policy and legal implications for local governments.



Native plant gardens support local ecosystems and watersheds and are easy to maintain. This sample garden from the California Native Plant Society showcases a biodiverse and water-efficient native landscape for Riverside County.
Photo credit: California Native Plant Society, BeWaterWise

The State relies on the Department of Resources Recycling and Recovery (CalRecycle), a division of the California Environmental Protection Agency, to implement the regulations associated with the laws that the legislature passes related to solid waste and recycling. The following is a detailed summary of these laws:

- Assembly Bill 939, the California Integrated Waste Management Act of 1989, requires cities and counties to reduce, reuse, and recycle (including composting) solid waste generated in their jurisdictions to the maximum extent feasible before any incineration or landfill disposal of waste, to conserve water, energy, and other natural resources, and to protect the environment.
- Assembly Bill 341 (2011) places requirements on businesses and multi-family property owners that generate a specified threshold amount of solid waste to arrange for recycling services and requires jurisdictions to implement a Mandatory Commercial Recycling program.
- Assembly Bill 1826 of 2014, requires businesses and multi-family property owners that generate a specified threshold amount of solid waste, and organic waste per week to arrange for recycling services for that waste.
- Assembly Bill 1826 (2016) requires jurisdictions to implement a Mandatory Commercial Organics Recycling program to divert organic waste from businesses subject to the law.
- Senate Bill 1383, the Short-lived Climate Pollutant Reduction Act of 2016, requires CalRecycle to develop regulations to reduce organics in landfills as a source of methane. The regulations place requirements on multiple entities including jurisdictions, residential households, commercial businesses and business owners, commercial edible food generators, haulers, self-haulers, food

recovery organizations, and food recovery services to support achievement of Statewide Organics Waste disposal reduction targets. Jurisdictions are required to adopt and enforce and ordinance or enforceable mechanism to implement relevant provisions of SB 1383 regulations. This ordinance will also help reduce food insecurity by requiring commercial edible food generators to arrange to have the maximum amount of their edible food, that would otherwise be disposed, be recovered for human consumption. With the passage of SB 1383, the City and its waste hauler are required to resource the programs and services compliant with AB 341, AB 1826, and SB 1383, which consists of organic waste collection to all residents and businesses.

Through its partnership with Waste Management, the franchise waste hauler, the City provides an array of programs and tools intended to support Statewide 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.

Waste Management provides trash, recycling, composting, and special waste handling services to local residents and businesses. The majority of solid waste generated within the City is disposed of at El Sobrante Landfill, which has sufficient capacity to accommodate the community through 2040. Organic waste, including food waste, grass, and pruning account for by far the largest share of the local waste stream. As such, organic waste is a primary focus of local waste reduction initiatives.

Goal OSRC-4: Optimize the use of available resources by encouraging residents, businesses and visitors to reuse and recycle.

POLICIES

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.

OSRC.4-2: Strive to reduce at source, recycle, or compost 75 percent of solid waste generated in the community from the year 2025 forward, consistent with State targets.

OSRC.4-3: Continue to promote the safe disposal of household hazardous waste through public education.



OSRC.4-4: Provide information via the City's website on curbside pick up of donations by local organizations such as Goodwill and Salvation Army.

OSRC.4-5: Ensure the continued provision of adequate solid waste and recycling services in Moreno Valley, including the availability of adequate landfill capacity to meet the City's future needs.

OSRC.4-6: Plan and secure access for recycling and edible food recovery capacity.

ACTIONS

OSRC.4-A: Plan and implement programmatic and budgetary changes to address regulatory requirements, such as enforcement, inspections, education, and collection.

OSRC.4-B: Continue to monitor compliance and conduct enforcement on non-compliant entities.

OSRC.4-C: Work with the waste hauler and other appropriate businesses and agencies to identify additional incentives and programs to encourage recycling and waste management as needed to meet State mandates.

OSRC.4-D: Work with commercial and industrial generators to develop and implement a source reduction and recycling plan tailored to their individual waste streams.

OSRC.4-E: Establish a procurement target for recyclable and recovered organic products used in City operations. The

target should be linked to the City's population.

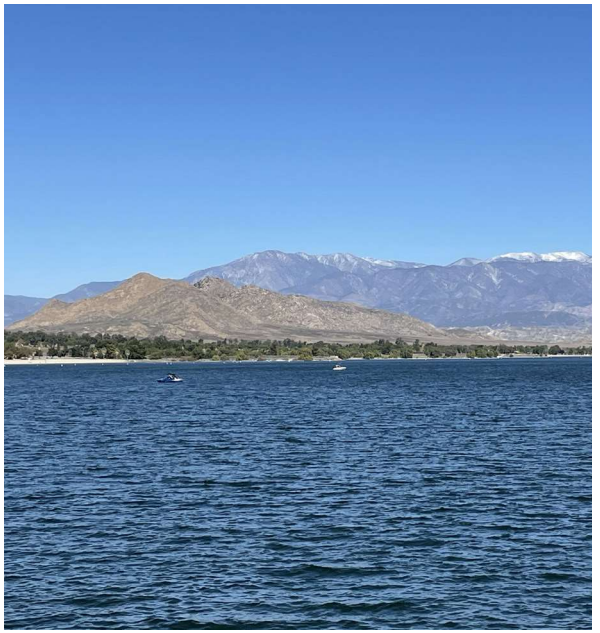
OSRC.4-F: Explore the feasibility of providing compost receptacles in parks and public spaces, in addition to trash and recycling receptacles.

OSRC.4-G: Establish edible food recovery program for all Tier 1 and 2 commercial edible food generators to reduce organic waste in the community and divert consumable food to those in need. (See also healthy food policies and actions in the Environmental Justice Element).









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