

Emily Elliott

From: Colby Cataldi <colbyca@moval.org>
Sent: Thursday, September 25, 2025 8:54 AM
To: Emily Elliott; Danielle Harper-Scott
Subject: [External] FW: The District Moreno Valley Bldg 5

Warning: External Email – Watch for Email Red Flags!

Please see email of support for the Dist Bldg 5 project. Thank-you!

Colby Cataldi
Planning Division Manager
Community Development
City of Moreno Valley

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14177 Frederick St., Moreno Valley, CA, 92553

From: Brett Dawson <brett.dawson22@gmail.com>
Sent: Thursday, September 25, 2025 8:52 AM
To: Colby Cataldi <colbyca@moval.org>
Subject: The District Moreno Valley Bldg 5

You don't often get email from brett.dawson22@gmail.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

City Council,

Redeveloping the festival center has been great for Moreno Valley. It has been an eye sore for a long time but I've notice the improvement lately.

That part of town seems like it's doing better and more business are around and thriving. The construction has also provided a lot of local jobs for people I know

My intention for this email is to encourage you all to vote to continue the work at and around the festival center

Best,

Brett Dawson

September 19, 2025

Colby Cataldi
Planning Department – City Council & Planning Commission
City of Moreno Valley

Re: PEN23-0063, PEN23-0042 and PEN24-0167— Building 5 at The District Moreno Valley

Mr. Cataldi

As the VP of Strategic Growth at Rancho Family Medical Group, I am proud to say we are opening our first location in the City of Moreno Valley at The District. I wanted the City to know that we support the approval of the proposed Building 5 at The District.

In addition to the freeway visibility and easy access, one of the primary benefits of this location was the proximity to the four (4) building Moreno Valley Business Park and the other high quality retail tenants. Being immediately adjacent to existing businesses offers incredible convenience for potential new customers. We want to see this area continue to grow and prosper and are very excited about our new location at The District. Approving Building 5 will continue this positive trend.

Please approve this project.

Sincerely,

Charlie Wall

A handwritten signature in black ink that reads "C Wall". The signature is written in a cursive, flowing style.

**Law Office of Abigail Smith,
A Professional Corporation**

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VIA E-MAIL ONLY

September 11, 2025

City of Moreno Valley Planning Commission

planningnotices@moval.org

PlanningEmail@moval.org

PC@moval.org

**Re: Public Comments on Agenda Item I.1 - Moreno Valley Business
Park Project (PEN23-0063, PEN23-0092, PEN23-0042, PEN24-0167)
including Final Environmental Impact Report**

To the City of Moreno Valley Planning Commission:

Please accept these comments on behalf of the Sierra Club–San Gorgonio Chapter regarding the Moreno Valley Business Park Project¹ (PEN23-0063) (“the Project”) including the Environmental Impact Report (“EIR” or “Final EIR”). This Project is scheduled for hearing before the Planning Commission today, **September 11, 2025, Agenda Item I.1.** For the reasons outlined in this letter and our previous letters, we urge the Planning Commission to deny this Project until further analysis and mitigation of the Project’s environmental impacts is undertaken.

The Project is an application by LCG10MV, LLC for the construction and operation of a 220,390 square foot industrial warehouse building on 9.98 acres at the southwest corner of Heacock Street and Ironwood Avenue. The Project includes a request for a General Plan Amendment redesignating the site from Commercial to Business Park/Light Industrial as well as a Specific Plan Amendment amending the Moreno Valley Festival Specific Plan (Specific Plan No. 205).

The Project will operate as a logistics warehouse directly across the street from single family residences on both the Project’s north and west sides. The “development concept” includes 31 truck dock doors. Truck driveways are located on Heacock Avenue and Ironwood Avenue. It is assumed the Project will be operational 24 per days, seven days per week.

¹ The Project is sometimes referred to in the record as The District, the Moreno Valley Business Park Building 5 Project, and the Moreno Valley Business Park– Phase II Project.

I. Failure to Respond To Comments Received During Public Comment Period on Draft EIR.

Sierra Club submitted written comments during the public comment period that were not responded to in the Final EIR. On March 3, 2025, George Hague of Sierra Club submitted comments on Draft EIR by e-mail to the e-mail address provided on public notices relating to the Project (letter attached here). Mr. Hague’s letter was not included in the Final EIR and no written responses were provided.

The City is obligated under the California Environmental Quality Act (“CEQA”) to respond to written comments received during the public comment period. CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the environmental issues raised and provide a detailed response. (Guidelines, § 15088 (b), (c).) In addition, the written response must be a good faith and reasoned analysis. (*id.*) The City has not complied with this requirement as there is no written response in the record to Sierra Club’s March 3, 2025 letter.

II. Assembly Bill 98 Should Be Considered in the Design of the Project

The Project requests a General Plan amendment to allow a warehouse distribution building within 200 feet of existing homes. We previously commented that the Project must satisfy the requirements of Assembly Bill 98 “Warehouse Design and Build Standards”. The Final EIR Response to Comment (“RTC”) SCA-2 states that the City “would require that the Final Project designs comport with provisions of AB 98.” (FEIR p. 3-88.) All applicable and relevant provisions of AB 98 (Government Code, § 65098 *et seq.*) should be considered in the design and implementation of the proposed Project, including, for instance, the “21st Century warehouse” standards, requiring, among other things, that all forklifts shall be zero emission by January 1, 2030 (Gov. Code, § 65098 (a)(5)). Other requirements may include:

- “21st Century Warehouse” design elements,
- a separate entrance for heavy-duty trucks
- at least 100 feet of landscape buffering along sensitive receptors
- truck loading bays setback 500 feet from any property line abutting a sensitive receptor (*See*, Government Code § 65098.1 (c)(1)-(6), (d).)

III. Errors and Omissions Should Be Corrected With Respect to the Project’s Online Record and the Disclosure of Relevant Information

The Project apparently seeks a “Mix of Uses” zoning designation under the Moreno Valley Festival (“MVP”) Specific Plan as part of the Amendment No. 2 application. We previously commented that Mix-of-Uses does not appear to be a zoning designation under the MVF. The Final EIR states that the “Land Use designation for the Project is at the discretion of the Lead Agency” (p. 3-89). The City’s response does not address the issue that requested land use designation described in the EIR (“Mix-of-Uses”) does not appear to be a permitted land use under the MVF Specific Plan.

The Final EIR acknowledges that, per our previous comments, that the majority of the “technical studies” supporting the EIR were prepared prior to the Notice of Preparation (NOP) of EIR. These studies do not adequately describe or evaluate current environmental conditions. The City apparently updated the Air Quality Analysis, which was not circulated for public review, but did not update any of the other technical studies. Under CEQA, the “environmental baseline”, *i.e.*, the baseline physical conditions by which an agency determines whether an impact is significant, is generally the “physical environmental conditions as they exist at the time of the notice of preparation.” (Guidelines, § 15125 (a)(1).) Here, the technical studies pre-date the NOP in many instances. They appear to be copies of, or heavily reliant on, studies prepared for development of the MVF Festival Specific Plan planning area (not the Project site or proposed warehouse use) or otherwise not current or reflective of existing conditions, both physical and regulatory.

The Final EIR acknowledges, per our comments, that there are “internet posting discrepancies” with respect to the online links to the EIR’s technical documents (*see*, RTC SCA-5) ***but the errors identified in our previous letter have not been corrected.*** For instance, as of the writing of this letter, Appendix G is still described online as the “Noise Analysis,” but Appendix G is a link to a soils report. RTC SCA-5 acknowledges that documents are “incorrectly linked on the City’s website.” This should be corrected.

Similarly, we commented that Appendix B referred to as “Amendment No. 2” to the EIR on the City’s planning website is a link to “Amendment to Specific Plan 205” dated February 21, 2021. This document (“Appendix B”) does not include the proposed Project and is not updated to reflect the proposed industrial use. We still not able to locate a document entitled “Amendment No. 2” (to the Festival Specific Plan/MVF) with the EIR documents available online. The Final EIR does not address this comment or the omission of Amendment No. 2 from the available online documents.

IV. The Project as Proposed Appears to Be Inconsistent with the MVF Specific Plan Design Guidelines

We previously commented that the Project’s design, particularly circulation elements such points of ingress and egress (driveways) are inconsistent with the “MVF” Specific Plan document (*See*, Draft EIR, Appendix B, p. 57). This figure shows a “major entry” point on Heacock Street with a “minor entry” point at Davis Street, *not* the two truck driveways indicated on the rendering in the EIR. Yet MVF Specific Plan Section 5.2.3 states that all properties within the “MVF” shall be developed in conformance with the Specific Plan. We commented that the Project must be conditioned to be 55 feet in height consistent with the Building Height provisions of the “MVF” Specific Plan (Appendix B, p. 63); and we commented that the Project should likewise follow the Business Park Design Standards listed in the “MVF” Specific Plan, including that “a variety of building sizes and setbacks should be provided in order to avoid long monotonous building facades and to create diversity.” We also commented that the “MVF” Specific Plan indicates that “along the Ironwood Avenue and Heacock Street boundary, 8’ high solid fencing shall be used to restrict access and view to the residential areas and provide a sound buffer from traffic noise.” In short, we commented that these and other design elements from the MVF Specific Plan must be carried over to the

Project's design to ensure consistency with the governing land use plan. The Final EIR does not address the comment that there is a lack of conformity with the MVF Specific Plan design guidelines despite the Project seeking to be amended to the MVF Specific Plan and therefore subject to its design guidelines. Specifically, RTC SCA-7 does not address this comment, and "Figure 1" does not somehow resolve the lack of conformance with the Specific Plan design guidelines. As one purpose of a specific plan in general is to provide comprehensive and/or uniform design guidelines for a particular planning area, with the purpose of bringing cohesion to design and development across all aspects of the subject area, the failure of the Project to meet the "design guidelines" of the MVT Specific Plan must be addressed.

V. General Plan Inconsistency

Among other instances of inconsistency with the General Plan, we previously commented that the Project is inconsistent with the City's General Plan in terms of failing to provide necessary traffic studies. The General Plan requires a traffic study with respect to certain intersections in the vicinity of the Project. This study has not been done. RTC SCA-9 states that "LOS" is not a "CEQA consideration." Even if true, the extant General Plan requires these studies, and it is a basic tenant of planning law that a project must be consistent with the general plan. "The propriety of virtually any local decision affecting land use and development depends upon consistency with the applicable general plan and its elements." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 570-571.) Thus, apart from the issue of whether traffic studies are required by CEQA, the General Plan requires these studies. (See, City of Moreno Valley General Plan MM AA-10 and General Plan Policy 9.5.3.) It is the City's obligation to ensure that projects are carried out in a manner that is consistent with its own general plan. We submit that siting a warehouse distribution facility in a residential area warrants at least the preparation of the required traffic studies.

VI. Cumulative Air Quality Impacts

We reiterate that the EIR must evaluate the cumulative air quality effects of this warehouse development in combination with the millions of square feet (50+ million square feet) approved or in process of approval by the City in the last fifteen years. The EIR does not contain either a qualitative or quantitative discussion of cumulative projects or their associated air quality emissions. The failure to evaluate the combined effects of the thousands of diesel trucks in and around Moreno Valley is a failure to confront the reality of the harmful and long-term consequences of the City's land use decisions. The environmental and public health consequences of the City's decisions should be evaluated in connection with all projects that will contribute to cumulatively significant air quality conditions. The EIR is incomplete and fails on an informational basis without a cumulative air quality impact analysis.

As a threshold of significance for air quality impacts, the EIR asks whether the Project will have a potentially significant cumulative air quality impact. However, the discussion that follows the threshold does not **list or identify** any cumulative projects that could, in combination with the Project, contribute to cumulatively significant air quality impacts; nor is there any **analysis** of cumulative projects in combination with the Project's air quality impacts. Rather, there is only the blanket conclusion that cumulative air quality impacts need not be analyzed

Sierra Club comments – Moreno Valley Business Park
Project September 11, 2025 Planning Comm'n
Meeting

because purportedly there are no individually significant air quality impacts. CEQA, however, defines a “cumulative impact” as one that *may be individually limited* but cumulatively considerable when considered with past, present, and foreseeable future projects. (State CEQA Guidelines, §§ 15130 (a), 15355 (b).) The term “cumulative impacts” refer[s] to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” (Guidelines, § 15355.) The Project adds to the more than 50 million square feet of warehouse development approved in Moreno Valley; yet the EIR does not disclose or evaluate air quality impacts on a cumulative level.

Moreno Valley actively promotes itself as a “Major Distribution Hub” for “Logistics & Distribution”.² For example, Moreno Valley’s website states that “[t]he City led Riverside County with 5 million square feet of industrial space absorption in the past two years.” (*id.*) The City’s website lists more than 20 million square feet of warehouse facility space *not* including the World Logistics Center campus at 40.6 million square feet. (*id.*) Areas of concentrated warehouse development include in the Centerpointe Industrial Area, the Moreno Valley Industrial Area, the SR-60 Corridor area and the World Logistics Center campus.³ The EIR should list these cumulative warehouse projects, and evaluate the Project’s air emissions in combination with cumulative air quality conditions.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Abigail Smith". The signature is written in a cursive, flowing style.

Abigail Smith

Enclosure

<https://1drv.ms/b/c/8a0c621d6f1daa26/EYI2kS4H8EtPnO8W10-1UuABn52ogXk7AD4sFb3oakHBBA>
Amendment to Festival Specific Plan 205 (February 15, 2018)

<https://www.moval.org/cdd/pdfs/projects/MoValBizPark5/AppB.pdf>
Amendment to Specific Plan 205 (January 19, 2021)

Danielle Harper-Scott, Senior Planner

March 3, 2025

RE: Comments on Moreno Valley Business Park Building 5 Project Draft EIR and all discretionary actions.

Appreciate this opportunity to provide a few comments on the Moreno Valley Business Park Building 5 Project Draft EIR and all discretionary actions. The July 2023 Initial study on page 2-6 reads as follows:

2.3.2.1 General Plan Land Use

General Plan Land Use and Zoning designations for the Project site and vicinity properties are depicted at Figures 2.3-3 and 2.3-4, respectively. **The General Plan Land Use Designation of the Project site is “Business Park/Light Industrial.”** The Project would be allowed under the Business Park/Light Industrial General Plan Land Use designation. More specifically, as described in the General Plan, “[t]he primary purpose of areas designated Business Park/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 Floor Area Ratio [FAR] of 1.00 and the average FAR should be significantly less . . .” (City of Moreno Valley General Plan, p. 2-14).

The General Plan Land use Designation of Business Park/Light Industrial is inaccurate and the Initial Study needs to be redone as should the Notice of Preparation because neither indicate a General Plan Amendment was necessary so those commenting have accurate information on which to base what they submit.

The Moreno Valley Business Park was first taken to public hearings to the Planning Commission in December, 2020, and the City Council in February, 2021. At that time, it was pointed out to the city that the Initial Study was prepared without supporting studies. Instead, the project’s environments assessments based the Initial Study findings on studies not relevant to the project or studies prepared for Moreno Valley Festival Amendment 205 dated February 15th, 2018 that did not evaluate the approximately 10 acres proposed for the Moreno Valley Business Park warehouse. That project was approved by the city and they proceed to amend the Moreno Valley Festival Specific Plan 205 dated January 19, 2021 — listed as “Appendix B: SP 205 Amendment 2” in latest Moreno Valley Business Park Building 5 Project documents. Because of inadequate Initial Study the project was litigated by local community groups and the court sided with the

plaintiffs requiring the project to be rescinded by the City. The City, however, would not comply with the court order and has let the 2021 edition of the Specific Plan remain unchanged and publicly available despite it not being valid. How is this justified?

Therefore the February 15, 2018 Amendment in the link found above must be used for this project. It also questions the entire premise that the proposed project is justified for this location and is now part of the Festival Specific Plan no. 205. Both the Notice of Preparation and the Notice of Availability read “the Project site comprises approximately 9.98 acres within Specific Plan no. 205”. This is false because it is not within the Amendment to Festival Specific Plan 205 (February 15, 2018) that must be used. It also cannot use any of the analysis of SP 205 or tier off of it to justify this project's environmental analysis.

Neither the Initial Study (IS) nor the Notice of Preparation (NOP) let the agencies or the public know that a General Plan Amendment was needed as is part of the Notice of Availability. Both the IS and NOP need to be recirculated so all agencies and the public have the correct information for their comments. The fact that all these documents also mislead everyone about the project being within the Specific Plan 205 makes it imperative that a recirculation of everything must be done prior to allowing this project to move forward with its environmental review.

The title of the project tries to give the impression that this is part of a larger project when in fact this project site as part of Amendment to Festival Specific Plan 205 (February 15, 2018) was excluded and therefore should not include “Building 5” in its title. When the previous version of the Moreno Valley Business Park (MVBP) was initiated and while going through environmental review there was a water tank on the project site which was later moved to another location. Both the tank and all its infrastructure removal and re-installation also needed to be part of that MVBP environmental review as well as this one. The fact that the water tank/infra-structure removal and re-installation was not part of MVBC's or this project's environmental analysis/review indicates both projects are being segmented. The environmental documents for this new version of the MVBP must include all impacts related to the water tank/infrastructure's removal/re-installation or it will be inadequate.

This project must now include the cumulative impacts of all projects that currently exist or proposed for the area. This must include, but not limited to the Sprouts building, Starbucks, Woodspring Suites hotel, the gas station/connivance store at Hemlock Ave/Heacock Street and the new building currently under construction in the NE portion of the SP. There are many times when I and others try to turn right onto Heacock St from the SR-60 west bound offramp there is no place to turn because of traffic has backed up from the signal at Hemlock Ave/Heacock St. This has only become worse since the service station/connivance store was built a few months ago. The idea of even just one semi-truck added to the mix will make it a nightmare. With all the stop and go traffic semi-trucks need to be counted as the equivalent of five passenger cars. The Level of Service (LOS) for all on/off ramps from SR-60 to Heacock Street need to be fully analyzed at peak travel times of the day and year or the EIR will be inadequate. In fact the LOS all of Heacock St and its intersections from south of Sunnymead Blvd to north of Ironwood Ave needs to be fully analyzed because this roadway already is seriously congested at all times of the day —including weekends. The project must provide solutions to these currently intolerable road condition and not try to add to the problem without developing/implementing solutions to make things significantly better. The analysis of Hemlock Ave/Indian Street intersection and Ironwood Ave/Davis Street intersection must also be fully analyzed with solutions provided to improve their degradation.

Davis Street and Hemlock Ave are supposed to collect almost all traffic leaving building sites within the SP so they do not impact Ironwood Ave and Heacock Street. Figure 3-1.2 Circulation Plan on

page 23 of Moreno Valley Festival SP 205 February 15, 2018 in the first link found above and incorporated by reference shows with arrows that the project site is supposed to be able to enter/exit from its SE corner to Davis Street to avoid affecting families living along Ironwood Ave with health-impacting diesel pollution. The project's traffic could then use Hemlock Ave/Heacock Street to reach SR-60. The traffic/circulation as well as air quality studies must show this as part of the analysis or the Final EIR will be inadequate.

Previous approval of the SP 205 required the following:

"Mitigation Measure No. 3 (Biological Resources Impacts). Future developers must consult with the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the Santa Ana Regional Water Quality Control Board to determine the need for permits that must be obtained prior to initiation of construction of a proposed project."

The current almost ten acre site shows a stream bed going through it to a large detention basin on the east side of Davis Street. The current list of agencies sent the document doesn't include the U.S. Army Corps of Engineers and the Santa Ana Regional Water Quality Board. Both of those agencies need to be sent the documents because the project site was not included when the above was written. This project's Final EIR must include all those consultation required of Mitigation Measure No. 3 (Biological Resources Impacts) shown above with all three agencies along with their dates included or it will be inadequate. It is expected that the FEIR will have a response from all three agencies on this project as well as the previously approved Amendment to Festival Specific Plan 205 (February 15, 2018).

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. (Friant Ranch Case)

Most local agencies, including the City of Moreno Valley, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. **The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution.** Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, readers are directed to the Project's air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation.

It is unacceptable that Moreno Valley with a populations of about 210,000 and probably 50 million sq ft of approved warehouses lacks the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. If Moreno Valley had this data the Moreno Valley Business Park Building 5 Project would likely be shown to impact the health of the Environmental Justice community in which the developer has decided to build. In response to the judgement mentioned above the city of Moreno Valley is currently revising their General Plan and redoing Climate Action Plan. During this process they need to generate the data to do their own assessment of potential health impacts from projects like this.

The project's Phase II Greenhouse Gas (GHG) study was done in 2022 when the City had a General Plan and Climate Action Plan (CAP) that was later told by the courts were inadequate. The very fact that sections of the report are labeled "City of Moreno Valley General Plan Consistency" shows how out of date it is. They also point out that 15% of the project will be cold storage which usually requires generators which were not fully analyzed for their additional GHG impacts. The noise impacts from Cold Storage were also not adequately analyzed and the assumption are not valid. Roof-top Air conditioning units are not the same as what is needed for cold storage—especially in our over 100 degree summers. The noise analysis is inadequate because it lacks an analysis of the significant 24/7 noise generated by cold storage as well as their possible generators. There should also be a sensitive receiver location at the NW corner of Ironwood Ave and Davis Street. There are several noise attenuations measure that could be taken to further reduce impacts on employees, surrounding businesses and nearby families. Those should be explained in the Final EIR to make it a better informational document for the public.

The Energy Analysis is over three years old and only tries to provide information on what happens during construction which makes it inadequate. The settlement on the Moreno Valley Compass Danbe Centerpointe warehouse found below shows many ways to reduce a warehouse's carbon footprint for a project like this. The energy analysis should help guide the project to reduce its demand of petroleum products and increase self-sufficiency with maximum use of solar panels. The Energy Analysis needs to be significantly updated.

Below is a 13 page settlement agreement signed less than two month ago by the developer of the Moreno Valley Compass Danbe Centerpointe warehouse – located just down Alessandro Blvd just a couple of miles from this project. This settlement shows what is feasible and what the Moreno Valley Business Park Building 5 Project warehouse must also do to reduce the pollution burdens on this Disadvantaged Community as well as the environment. My NOP letter showed how the project site and surrounding area's CalEnviroScreen Overall Percentile is 86, Ozone 99 and Cardiovascular 91. How will the project do its best to reduce its impacts on global warming? What else can it do to reduce its use of petroleum products and reduce greenhouse gas (GHG)? It is expected that the Final EIR will address each of the settlement points found below to show how its implementations will reduce the project's impact on the disadvantaged community, its employees and the environment. One of the first listed is the need for solid screen of 50 foot evergreen trees around the perimeter. These trees will reduce light, noise and diesel pollution and must be incorporated into the project as must most other parts of the settlement. Another is to make the building all electric as well as every piece of equipment with maximum permitted solar. The timeline to have all electric heavy duty trucks and vans in the near future and will benefit both the nearby families, employees as well as the environment. Agreeing to not have cold storage as part of the warehouse will significantly reduce noise and truck traffic. The Final EIR must compare the project's noise pollution caused by the proposed amount of cold storage as well as truck traffic vs no cold storage or it will be inadequate. I expect to see many other parts of this feasible settlement agreement found below as part of the Moreno Valley Business Park Building 5 Project Final EIR in order to protect nearby families, workers and the environment.

It is the responsibility of all Planning Commissioners and City Council members to protect the Health, Safety and Welfare of Moreno Valley residents. This includes the environment in which we live and the air we breathe. All individuals on those decision making bodies need to encourage and if necessary direct our planning staff to include most of what is found in the next 13 pages in their staff report for the Moreno Valley Business Park Building 5 Project— especially those that reduce GHG, use of petroleum products, and other forms of pollution.

EXHIBIT 1

PROJECT MITIGATION

Buffering and Screening Areas

- A. Real Party shall provide Petitioners with a landscape plan and plant palette prior to execution of this Agreement. The landscape plan and plant palette shall become an enforceable part of this Agreement and shall include the following:
1. Along Alessandro Boulevard, the Compass Danbe Project must incorporate a heavily screened 20-ft setback, measured from the nearest on-site development (including but not limited to truck loading and parking areas) to the property line of the Project. If a public sidewalk lies within the property line of the Project, the buffer area shall be measured from the nearest on-site development (including but not limited to truck loading and parking areas) to the edge of the sidewalk nearest to the Project. The west, south, and east boundaries of the Project must incorporate a heavily screened setback as shown in the Petitioner-approved landscape plan.
 2. Buildings shall additionally set back from the property line a horizontal distance no shorter than the building is tall. The setback shall incorporate buffering and screening elements.
 3. Evergreen, drought-tolerant trees that grow at least 50 feet tall shall be used as the outermost layer of the solid screen buffering treatment along the perimeter of the property to provide a solid wall of vegetation (i.e., interlacing or overlapping canopies) within five (5) years of planting. No palm trees shall be used. Real Party shall maintain trees for the life of the Project and shall replace dead or dying trees immediately with mature trees of a similar species.
 4. All screening trees shall have their own dedicated irrigation system and shall be provided with sufficient water to reach their full width and height for the life of the Project. Real Party shall not prune trees except as necessary for the health of the tree or for public safety.
- B. Real Party shall seek the City's approval of the landscape plan and shall provide Petitioners with a copy of the approved plan within one month of the City's approval.

2. Site Design

A. Real Party shall provide Petitioners with a site plan prior to execution of this Agreement. The site plan shall become an enforceable part of this Agreement and shall include the following:

1. Loading docks shall be oriented such that no truck maneuvering into a loading dock or parked at a loading dock encroaches within 300 feet of the property line of the nearest sensitive receptor.
2. Warehouse buildings shall be single-story (excluding office and mezzanine) with an inside clear height no greater than 40 feet. Total building height, including roof-mounted equipment and screening elements, shall not exceed 50 feet. All rooftop equipment shall be shielded from view with a shield that is or appears to be an integrated part of the building.
3. Any warehouse facade shall be designed with enhanced architectural relief to minimize the appearance of a flat-wall surface typical of "tilt up" concrete construction. This shall include enhanced details to break up the appearance of long, flat walls along public rights of way. Design features may include faux windows, wall offsets, and varied panels. Real Party shall provide final renderings of building design options to Petitioners prior to building construction and buildings shall be constructed in accordance with one of the design options provided in those renderings. Renderings shall clearly identify all building elements, including true windows and faux windows.
 - (a) Any and all faux windows (blue panels) shall be glass, rather than painted-on wall coloring.
 - (b) The frame around any and all window areas shall be a three-dimensional relief, not just a painted wall separated by reveals.
4. For the life of the Project, any paints, architectural coatings, and industrial maintenance coatings used in building construction and maintenance shall have volatile organic compound levels of less than 10 g/L.

B. Prior to the issuance of any building permit, Real Party shall seek the City's approval of the site plan and shall provide Petitioners with a copy of the approved plan within one month of the City's approval.

3. Tenant Operations

A. Real Party shall communicate to prospective tenants, in writing, a preference for tenant(s) (1) that do not require three employee shifts and (2) that will limit operating hours to between the hours of 7:00 a.m. and 9:00 p.m., Monday through Friday. Notwithstanding the foregoing, 24/7 operations are not prohibited. Real

Party shall provide Petitioners with written proof of compliance with this provision upon request.

Solar Power and Battery Storage

- A. Real Party shall install the maximum amount of on-site rooftop solar generation permitted under the existing Moreno Valley Utility ordinance and other applicable law. If the existing Moreno Valley Utility ordinance is amended to allow additional onsite rooftop solar generation, and if that additional generation is approved by the Moreno Valley Utility and any other applicable utility and is allowed by other applicable law, then Real Party shall install additional on-site rooftop solar generation in an amount sufficient to meet the Project's electricity demand, including but not limited to all building electrical demand, all warehouse equipment electrical demand (including yard goats, hostlers, sweepers, forklifts, and all other equipment required to be electric by these terms), and all electrical demand related to on-site charging of clean fleet and passenger electric vehicles. Under no circumstances shall onsite solar generation supply less than 50 percent of the Project's electricity demand. If rooftop space is insufficient to meet this solar generation requirement, Real Party shall where feasible install additional solar photovoltaic panels on covered automobile parking spaces. For the purposes of this requirement, such solar panels shall be considered feasible where (i) covered automobile parking spaces are permitted by law and (ii) the solar photovoltaic panel(s) placed on covered automobile parking spaces would generate at least 50 percent of the energy generated by an equivalently-sized portion of the rooftop solar array in an average year.
1. Real Party shall include with the building permit application sufficient solar panels to meet this requirement. Real Party shall include its application an analysis of (a) projected power requirements at the start of operations and as power demand increases corresponding to the implementation of the "clean fleet" requirements in Section 20 below, and (b) generating capacity of the solar installation. Real Party shall provide Petitioners with a copy of the building permit application and solar analysis at the time Real Party submits said documents to the City.
 2. Prior to issuance of any certificate of occupancy, Real Party shall provide Petitioners with written verification that sufficient solar panels have been installed and are operational. Real Party shall annually monitor energy use throughout the life of the facility, and, as allowed by law and the applicable utility provider(s), shall install additional solar panels to serve increased demand. Real Party shall provide a copy of the Project's annual energy use and energy generation data to Petitioners on an annual basis.
 3. If the on-site solar photovoltaic system will not be able to supply the Project's full operational electricity demand, including demand resulting from EV charging requirements, Real Party shall provide documentation prior to the issuance of any certificate of occupancy demonstrating that the

additional electrical demand will be supplied with 100 percent carbon-free electricity sources for the life of the facility.

4. In the event of any change in law, rule, or regulation that removes limits on or otherwise allows for the installation of additional solar photovoltaic capacity, Real Party shall, within one year of the effective date of the change in law, rule, or regulation, increase the size of the Project's solar photovoltaic system to the maximum capacity permitted by law. Real Party shall provide Petitioners with written verification of compliance with this requirement within one month of any system upgrade.
 - B. Prior to the issuance of any certificate of occupancy, Real Party shall install an operational battery storage system, either on the south side of or inside the Project buildings, that provides sufficient battery storage to support at least 4 hours of Project operation or is scaled to the size of the Project's on-site solar photovoltaic array as required by the current California Energy Code, whichever is greater. Also prior to the issuance of any certificate of occupancy, Real Party shall provide Petitioners with written verification of compliance with this requirement. Battery storage or an equivalent renewable energy storage system shall be maintained for the life of the Project.
 - C. The Project's electrical room(s) shall be designed and built large enough to accommodate expansion as electrical demand increases to accommodate employee cars and the clean fleet phase-in set forth in Section 20 below. Real Party shall provide Petitioners with written verification of compliance with this requirement prior to issuance of any certificate of occupancy.
5. **Roof Material**
 - A. The portion of any building's rooftop that is not covered with solar panels or other utilities shall have a solar reflective index of not less than 78. This material shall maintain the minimum solar reflective index rating for the life of the building. Real Party shall provide Petitioners with written verification that this requirement has been met within one month of the issuance of any certificate of occupancy.
6. **LEED Design**
 - A. The Project shall be built to the most current Leadership in Energy and Environmental Design (LEED) Silver standards. Within one month of issuance of any certificate of occupancy, Real Party shall provide Petitioners with written verification that this requirement has been met. Said verification shall include the US Green Building Council checklist prepared by a certified LEED professional.
7. **Lighting**
 - A. Real Party shall provide Petitioners with a lighting plan prior to issuance of a building permit. The lighting plan shall include the following:

1. The mounted height for exterior lights on buildings and poles shall have a height limit of 18 feet as measured from surface grade of the parking and loading areas, except that exterior lights on buildings and poles in the truck yards on the south side of Project buildings shall have a height limit of 30 feet. Lights on the northern, eastern, and western elevations shall be dimmed to 25 percent when no motion is detected for eight minutes, except in case of emergency. In the event the Municipal Code does not allow exterior lights to be dimmed to 25 percent, lights shall be dimmed to limit light intrusion to neighboring properties and to conserve energy to the fullest extent possible. Interior lights shall be dimmed by 25 percent and/or shielded where visible to residential units. Real Party shall provide Petitioners with verification of compliance with this provision via a submission of the Project's photometric plan prior to issuance of any building permit. If the City determines that lights built to the standards required by this paragraph would not meet applicable requirements of state or local codes, lights shall be no taller and no brighter than necessary to meet those code requirements.
 2. Light shields shall be installed on all building-mounted lights and perimeter pole lights to eliminate obtrusive glare onto the public right of way or to other properties in the area.
 3. Lights of all exterior lighting fixtures shall be compliant with the Mount Palomar Lighting Standards (as indicated in Riverside County Ordinance No. 655) as well as International Dark Sky Standards. Prior to issuance of the first building permit, Real Party shall prepare a photometric or other appropriate technical study to confirm the Project has been designed to these lighting standards and that the light color of all Project exterior lighting will be 3,000 Kelvin or below. Real Party shall provide Petitioners with a copy of said study within one month of its completion.
- B. Real Party shall seek the City's approval of the lighting plan and shall provide Petitioners with a copy of the approved plan within one month of the City's approval.
8. **Noise Controls**
- A. The City's applicable noise standards shall be met during Project operations. The Project shall not cause noise levels to exceed noise standards for residential zones. In the event of nighttime loading operations occurring after 9:00 p.m., Real Party shall insure through tenant lease(s) or other appropriate means that all trucks and outdoor on-site cargo handling and similar equipment (including, but not limited to, forklifts, pallet jacks, yard equipment, yard goats, yard hostlers, sweepers, yard trucks, and tractors) shall be equipped with "self-adjusting" back-up beepers (alarms) to reduce (or increase) noise levels to no more than 5 decibels above the ambient noise level throughout every 24 hours each day. Real Party shall provide Petitioners with written proof of compliance upon request.

- B. The use of an outdoor PA system or any other amplified sound shall be prohibited between the hours of 7 p.m. and 7 a.m., unless necessary for emergency purposes. Public address systems shall be oriented away from residential receptors and shall operate at a volume not readily audible past the property line.

9. Construction Equipment

- A. All powered construction equipment, including but not limited to hand tools, forklifts, and pressure washers (excluding scissor lifts) shall be electric.
- B. Prior to issuance of building or grading permits, Real Party shall document in writing to Petitioners that all construction equipment is electric and that all non-electric construction vehicles meet the most stringent, highest tier California Air Resources Board (“CARB”) emissions guidelines in existence at the time of construction. In no case shall construction equipment include equipment lower than Tier IV. During construction, Real Party shall ensure that a list of all operating equipment in use on the construction site is maintained on-site for verification by the City. The construction equipment list shall state the makes, models, Equipment Identification Numbers, and number of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer’s recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to 5 minutes (total) or less in compliance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Prior to the issuance of building or grading permits, Real Party shall ensure that all construction (e.g., demolition and grading) plans clearly show the requirement for the highest rated CARB Tier technology for construction equipment. Real Party shall also install signage at the entrance to all construction areas describing the restriction of nonessential idling. Signage shall be in English and Spanish.
- C. Real Party shall provide sufficient on-site charging for all electric construction equipment and vehicles.
- D. All heavy-duty trucks entering the construction site during the grading and building construction phases shall be model year 2014 or later and shall meet CARB’s lowest optional low-oxides of nitrogen (NOx) standard.

10. Construction Hours

- A. Grading and construction shall be restricted to the hours between 7:30 a.m. and 5:30 p.m., Monday through Friday. Grading and construction shall be prohibited on weekends, except that construction entirely within the building envelope may occur between 7:30 a.m. and 5:30 p.m. on Saturdays.
- B. Grading shall be prohibited on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the Project area.

11. Construction Recycling

- A. Real Party shall recycle a minimum of 75 percent of the Project's "construction waste materials" as that term is defined by CalGreen. Within one month after completion of construction, Real Party shall provide written confirmation to Petitioners that this requirement has been met.

12. Truck Idling and Auxiliary Power

- A. Truck idling at the Project site shall be limited to three minutes total per truck. For the purpose of this requirement, "idling" means the operation of a combustion engine while a truck is stationary. It does not include periods when trucks are in motion.
- B. Electric plug-in units shall be installed at every dock door to allow auxiliary power units (APUs) to plug in. Truck operators with electric APUs shall be required to utilize electric plug-in units when at loading docks or when parked. Non-electric APUs shall not be operated for more than three minutes (total) while at the Project site. Real Party shall provide Petitioners with written verification of compliance with this requirement prior to issuance of any certificate of occupancy.
- C. Real Party shall install permanent signage in English and Spanish in various locations around the facility, including but not limited to the loading docks, parking areas, and entrance and exit driveways detailing idling restrictions, parking restrictions, the availability and mandated use of APU plug-ins, the availability of an air-conditioned rest area, and the truck route available to Project trucks. In particular, permanent signage shall be posted at loading dock doors and on opposite the loading docks in large, reflective lettering that is readable from a truck cab identifying idling and parking restrictions and the availability of plug-ins. Signs opposite loading docks must be centered in front of each dock. Signage shall be in English and Spanish. Real Party shall provide Petitioners with written verification of compliance with this requirement prior to issuance of any certificate of occupancy.

13. Truck Routes, Circulation, and Parking

- A. Real Party shall provide Petitioners with a Truck Routing Plan prior to execution of this Agreement which demonstrates that Project-related truck traffic shall be restricted as follows:
 - 1. Inbound: All inbound trucks shall approach the site from I-215 to Cactus Avenue, turn left on Frederick St, and turn right on Alessandro Blvd to the Project site. Per day, at least 90% of non-electric trucks shall enter the Project site at the westernmost driveway closest to Frederick St.
 - 2. Outbound: All outbound trucks shall exit the site towards Graham Street, turn right on Graham Street, and turn right on Cactus Avenue to I-215. Per

day, at least 90% of non-electric trucks shall exit the Project site from the easternmost driveway closest to Graham Street.

3. No Project-affiliated truck may use any other City truck route, including but not limited to Alessandro Boulevard west of Frederick Street, Alessandro Boulevard east of Graham Street, Frederick Street north of Alessandro Boulevard, or Heacock Street.
 4. The Truck Routing Plan shall become an enforceable part of this Agreement.
 5. On-site truck movements shall be limited to the minimum necessary for facility operations.
- B. Real Party shall ensure compliance with the Truck Routing Plan for the life of the project. Any proposed changes to the Truck Routing Plan require Petitioners' approval, which approval shall not be unreasonably withheld so long as the proposed changes do not increase traffic on Alessandro or Heacock.
- C. Prior to issuance of any certificate of occupancy, Real Party shall seek City approval to install signage at all intersections along the truck route identified in the Truck Routing Plan indicating the required direction of travel. Signage shall be in English and Spanish. Real Party shall install such signage and provide Petitioners with written proof of installation within six months in the event of City's approval.
- D. Real Party shall provide Petitioners with a driveway plan prior to execution of this Agreement. The driveway plan shall become an enforceable part of this Agreement and shall include the following:
1. Real Party shall install signage that can be read from a truck cab at Project driveways to indicate required direction of travel. Signage shall be in English and Spanish.

I. Employee and Driver Facilities

- A. Real Party shall provide an indoor, air-conditioned employee break area in each building that is accessible to truck drivers and is sized to accommodate all employees and truck drivers at the Project site. The break areas shall include amenities including, but not be limited to, restrooms, drinking fountains with cold water, television, sufficient places for employees and drivers to charge their electrical devices, and several vending machines that are maintained and well stocked. The break areas must contain signs that can be read at a distance of five feet that provide information on bus routes. The break areas must also contain signs readable from 5 feet explaining idling (including APU idling), parking, and truck route restrictions. Signage shall be in English and Spanish and shall be maintained for the life of the Project.

- B. Real Party shall comply with the Cal/OSHA Heat Illness Prevention in Indoor Place of Employment requirements.¹
- C. All buildings will be designed with proper ventilation.

15. Facility Electrification

- A. Building operations, including but not limited to HVAC, water heating, refrigeration, and automated equipment shall be powered by electricity for the lifetime of the Project. Neither natural gas nor propane shall be used.
- B. Diesel-powered backup generators shall be prohibited during construction and for the lifespan of the facility unless required by the Fire Department for an onsite fire pump, in which case a generator shall be the minimum size necessary to support the fire pump and shall be used only for that fire pump in the event of a fire emergency. Any generator shall include signage on the generator indicating that it shall not be used except to operate the fire pump in the event of a fire emergency. Any signage shall be in English and Spanish and shall be capable of being read from at least five (5) feet away.
- C. All on-site equipment and vehicles, including but not limited to yard hostlers, yard equipment, forklifts, yard trucks, tractors, and pallet jacks shall be electric from the start of operations.
- D. Landscaping and maintenance crews shall be required to use only electric equipment for the life of the facility. Pursuant to Section 23, below, Real Party shall expressly include this requirement in all contracts with landscaping and maintenance crews.
- E. Real Party shall provide sufficient charging and other infrastructure to support all electric vehicles and equipment.

Real Party shall provide Petitioners with written verification of facility electrification for each building within one month of the issuance of that building's final certificate of occupancy. Verification shall include documentation showing that building equipment and on-site equipment and vehicles are powered by electricity, that landscape and maintenance contracts include a requirement to use electric equipment, and that sufficient infrastructure is available to meet the anticipated charging needs of that equipment.

¹ <https://www.dir.ca.gov/oshsb/documents/Indoor-Heat-updated-txtbrdconsider.pdf>

16. **Cold Storage**

- A. Real Party shall record a covenant on the title of the underlying property ensuring that the property cannot be used to provide chilled, cooled, or freezer warehouse space.

17. **Landscaping**

- A. All landscaping shall be documented in the landscape plan and plant palette prepared pursuant to Section 1 of this Agreement.
- B. All landscaping shall use only drought-tolerant plants and trees.
- C. Trees shall be installed in automobile parking areas to provide at least 50% shade cover of parking areas within 10 years. Trees shall be planted at a density of no less than one (1) tree per eight (8) parking spaces and shall be maintained and replaced for the life of the Project, unless parking spaces are otherwise covered by solar photovoltaic carport structures. Trees planted in the buffer area described in Section 1 above shall not count towards the shade tree requirement. Tree planting areas shall have a minimum inside planting width of six (6) feet to promote sufficient root growth and vehicle protection. Real Party shall provide Petitioners with written proof of compliance upon request.

18. **Parking and EV Charging**

- A. Parking areas and concrete flatwork shall use light colored concrete with a solar reflective index of not less than 30.
- B. At least 15 percent of all passenger vehicle parking spaces shall be equipped with working Level 2 quick-charge electric vehicle (EV) charging stations that are installed and operational, prior to building occupancy. Level 2 quick-charge units shall generate at least 19kW of charging output power. These stations shall be maintained or replaced with equivalent or better-performing stations for the life of the Project. At minimum, an additional 25 percent of all passenger vehicle parking spaces shall be "EV Ready," as defined by the 2022 Green Building Code, and/or may be equipped with working Level 2 EV quick charge stations. Real Party shall convert EV Ready spaces to working Level 2 EV quick charge stations at a rate of at least two spaces per year. Dedicated EV parking spaces shall be located adjacent to each Project building. Real Party shall install permanent signs at all EV charging stations indicating that vehicles not using the charger are subject to towing at the owner's expense. Real Party shall provide written verification of compliance with this requirement to Petitioners within one month of the issuance of any certificate of occupancy.
- C. A minimum of 10 percent of heavy-duty truck loading docks shall be equipped with EV charging infrastructure for future use by electric trucks. Real Party shall design such infrastructure to facilitate future expansion. At least one electric heavy-duty (Class 7 and 8) truck charger shall be installed by or before two years

from the first final certificate of occupancy issued for a Project building. Real Party shall timely provide proof of installation to Petitioners and shall update Petitioners as future chargers are added. Conduit to support medium-duty vehicle, delivery van, and truck (Class 2 through 6) charging shall be installed during initial Project construction, and at least one charger shall be installed and operational prior to issuance of any final certificate of occupancy. Real Party shall provide written verification of compliance with this requirement to Petitioners within one month of the issuance of the first final certificate of occupancy issued for a Project building and within one month of the installation of any new chargers or charging infrastructure.

- D. Vehicle headlights, including truck headlights, shall be turned off within five minutes of parking. Signs that are legible from ten feet, reflective, and clearly visible at night shall be posted in vehicle and truck parking areas and drive aisles stating that headlights shall be turned off after five minutes. Signs shall be permanent for the life of the Project.
- E. Real Party shall provide one motorcycle parking stall for every 25 employee parking stalls near employee entrances or in view of the office windows.

9. Bike Lockers

- A. The Project shall comply with Title 24 of the California Code of Regulations (the California Green Building Code) by providing (1) covered, lockable enclosures with permanently anchored racks for bicycles; (2) lockable bicycle rooms with permanently anchored racks; or (3) lockable, permanently anchored bicycle lockers in the amount required by the Code. In addition to the standard requirements, the Project shall provide at least three (3) electric charging stations for electric bikes and electric scooters (aka "e-bikes" or "e-scooters"). Real Party shall provide Petitioners with written verification of compliance with this section within one month of issuance of any certificate of occupancy.

0. Air Quality and Clean Fleet Requirements

- A. Real Party shall ensure that all heavy-duty trucks (Class 7 and 8) serving the Project comply with model year 2014 or later emissions standards from start of operations and shall transition to electric vehicles (EVs), with the fleet fully electric within three (3) years of the issuance of the first final certificate of occupancy for the Project, or when widely commercially available for the intended application, whichever date is later. An EV shall ordinarily be considered widely commercially available if the vehicle is capable of serving the intended purpose and is widely available for purchase for less than 150% the cost of a Class 7 or 8 heavy-duty combustion-engine truck meeting the emissions standards in place at the time the comparison is made (model year 2014 or later emissions standards). For the purpose of this cost comparison, "cost" shall mean the total vehicle cost for the first five (5) years of ownership, including any purchase incentives, rebates, and fuel and electricity costs. Any comparison must

be like-for-like, i.e., must compare an EV with a new production combustion-engine truck of the same class and substantially similar trim level that is widely available for purchase at the time the comparison is made.

- B. In order to demonstrate that such vehicles are not widely commercially available, Real Party must submit documentation to Petitioners from a minimum of three (3) EV dealers identified on the <https://californiahvip.org> website demonstrating the inability to obtain the required EVs or equipment meeting the above standard within 6 months ("Offer of Proof").² An Offer of Proof by Real Party creates a rebuttable presumption that EVs are not widely commercially available for the intended application. Petitioners may rebut a presumption that EVs are not widely commercially available by submitting documentation to Real Party from a minimum of three (3) EV dealers identified on the <https://californiahvip.org> website demonstrating the ability to obtain the required EVs or equipment meeting the above standard within 6 months. If Real Party demonstrates, and Petitioners cannot rebut, that EVs meeting the above standard are not widely commercially available for the intended application, then these clean fleet requirements shall be adjusted as minimally as possible to accommodate the unavailability of such vehicles or trucks until such vehicles or trucks become widely commercially available. Real Party shall re-confirm EV availability and provide Petitioners with a new Offer of Proof every twenty four (24) months until these clean fleet requirements are fully implemented. Petitioners may demonstrate EV availability at any time. Real Party shall comply with Section 20(A) within six (6) months after receiving evidence that EV trucks are widely commercially available.
- C. Real Party shall ensure that all vehicles/delivery vans/trucks (Class 2 through 6) serving the Project meet the following requirements: (i) 33% of the fleet will be EVs at start of operations, (ii) 50% of the fleet will be EVs within two years of the first certificate of occupancy for the Project, (iii) 65% of the fleet will be EVs within four years of issuance of the first certificate of occupancy for the Project, (iv) 80% of the fleet will be EVs within five (5) years of issuance of the first certificate of occupancy, and (v) 100% of the fleet will be EVs within seven years of issuance of the first certificate of occupancy.
- D. Prior to issuance of any certificate of occupancy for the Project, Real Party shall pay to the Fund Administrator (defined below) \$5,000 to fund the installation of one or more air quality monitor stations.
- E. Real Party shall provide Petitioners with written verification of compliance within 30 days of any deadline established by this Section 20.

² If <https://californiahvip.org> goes out of publication or ceases to provide the information required to comply with this term 20(B), the Parties shall negotiate in good faith to determine an alternative list of EV dealers.

F. HVAC Fund

1. If Real Party cannot ensure that all heavy-duty (Class 7 and 8) trucks serving the Project are fully electric within three (3) years of the first final certificate of occupancy because EV trucks are not widely commercially available within the meaning of 20(A) and (B), or if Real Party cannot meet the clean fleet timelines established in 20(A) and (C) above for any other reason, Real Party shall fund an air filtration fund ("HVAC Fund") to be administered by the Fund Administrator (defined below). The HVAC Fund shall be in the amount of \$1,200,000 (plus an "Administration Fee" of \$120,000 (based on 10 percent of the HVAC Fund), which administration fee shall be paid to the Fund Administrator. The HVAC Fund shall be established and funds described herein provided to the Fund Administrator within three (3) months of Real Party's verification that it has not met or cannot meet the truck EV requirements in Section 20 of this Agreement.
2. The HVAC Fund shall be administered by the Center for Community Action and Environmental Justice ("Fund Administrator") pursuant to this Agreement.
3. Real Party shall have no obligation to monitor the actions of the Fund Administrator or to determine the appropriateness of any application or disbursement of the HVAC Fund.
4. In no event shall payment of the HVAC Fund be construed as liquidated damages for Real Party's failure to comply with the clean fleet requirements in 20(A) – (C). Real Party shall continue to comply with 20(A) – (C) even if Real Party has paid the HVAC Fund.

21. Trucking Regulation

- A. Prior to the first certificate of occupancy, Real Party shall provide Petitioners with a monitoring and compliance plan which shall describe how Real Party will monitor and ensure compliance with all current air quality regulations for on-road trucks including, but not limited to, CARB's Heavy-Duty (Tractor-trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation. The monitoring and compliance plan shall become an enforceable part of this Agreement.

22. Site Maintenance

- A. Prior to the first certificate of occupancy, Real Party shall provide Petitioners with a site maintenance plan. The site maintenance plan shall become an enforceable part of this Agreement and shall include the following:
 1. Real Party shall perform maintenance at the Project site on a monthly basis, or more frequently as needed. Real Party shall remove all graffiti

The current zoning is more appropriate for land use in the area as opposed to another warehouse which could easily be 50 feet tall – a five story building-- as they want to build to accommodate High Cube cold storage as part of the warehouse. This would be on the corner of Ironwood Ave and Heacock St near residential. A building like this is not appropriate in this location and so close to this major intersection. Other businesses must be provided in the alternatives and not just another version of a warehouse. Businesses that do not need a General Plan Amendment need to be suggested as an alternative. This is an ideal location for apartments and needs to be included as an alternative. There is nearby transit with a variety of stores and restaurants. Even a variety of employment opportunities within walking distance.

The Moreno Valley Business Park Building 5 Project warehouse Final EIR needs to compare the proposed plan's pollution levels – including, but not limited to noise, air, GHG, odor, and light -- with one that incorporates all of the above from the Compass Danbe Centerpointe settlement agreement during the first ten years of operation or it will be inadequate. The fact that another Moreno Valley warehouse developer signed the settlement agreement proves they are considered feasible.

Please keep me informed of all meetings and documents related to the Moreo Valley Business Park Building 5 Project warehouse.

Sincerely,

George Hague

FW: GSEJA Public Comment: Moreno Valley Business Park Building 5 Project EIR, City of Moreno Valley Planning Commission Public Hearing 9/11/2025

Danielle Harper-Scott <danielleh@moval.org>

Wed 9/10/2025 10:46 AM

To: Colby Cataldi <colbyca@moval.org>; Emily Elliott <emilye@moval.org>; Emily Elliott <elliott@mnsengineers.com>;

Cc: Angelica Frausto-Lupo <angelicaf@moval.org>;

📎 2 attachments (7 MB)

Comments on Moreno Valley Business Park Building 5 EIR.pdf; GSEJA Comments_MV BP Building 5 Project EIR Comment Letter_FINAL_20250910.pdf;

Warning: External Email – Watch for Email Red Flags!

Colby/Emily –
Please see the public comment letter below.

Kind regards,
Danielle

Danielle Harper-Scott
Senior Planner
Community Development
City of Moreno Valley

p: 951.413.3224 | e: danielleh@moval.org | w: www.moval.org
14177 Frederick St., Moreno Valley, CA, 92553

From: Stanley Saltzman <ssaltzman@goldenstateeja.com>

Sent: Wednesday, September 10, 2025 10:19 AM

To: Danielle Harper-Scott <danielleh@moval.org>; Planning Notices_DG <planningnotices@moval.org>

Cc: Stanley Saltzman <ssaltzman@goldenstateeja.com>

Subject: GSEJA Public Comment: Moreno Valley Business Park Building 5 Project EIR, City of Moreno Valley Planning Commission Public Hearing 9/11/2025

Warning: External Email – Watch for Email Red Flags!

To Whom It May Concern,

Attached and below are public comments on behalf of Golden State Environmental Justice Alliance. These comments are submitted to the Planning Commission to be included in the record for the Moreno Valley Business Park Building 5 Project EIR during its Public Hearing on 9/11/25.

For clarification purposes, only the highlighted yellow portion of the body of this email is the public comment to be added into the record along with TWO attachments.

Please confirm receipt of this email.

Public Comment:

Hello, my name is Stanley Saltzman and I'm with the Golden State Environmental Justice Alliance. We submitted a comment letter to the Environmental Impact Report (EIR). Our letter identified several deficiencies

with the EIR.

During these turbulent times, we as citizens expect and deserve our local government's elected and appointed officials to protect us from environmental and social injustice, to aid in the preservation and rehabilitation of the environment in which we all share, and to ensure accountability and responsibility regarding the environmental decisions they may make.

We stand by our comment letter and believe the EIR is flawed, and a new EIR must be drafted and circulated for public review. In closing we call on this Commission to be a leader on the aforementioned issues and be the first line of defense for our citizenry and environment. Only by working together can we continue to be excellent stewards of our environment, outstanding stewards to our citizens and each other. Thank you.

Please confirm receipt of this email.

Thank you.

Stanley Saltzman

Why change commercial zoning for another warehouse -- we already have 35 approved warehouses waiting to be built?

George Hague <gbhague@gmail.com>

Wed 9/10/2025 9:21 AM

To:PC@moval.org <PC@moval.org>;

Cc:colbyc@moval.org <colbyc@moval.org>; Emily Elliott <emilye@moval.org>; Angelica Frausto-Lupo <angelicaf@moval.org>; City Clerk <cityclerk@moval.org>;

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Good morning Planning Commissioners,
2025

9:20 am Sept 10,

A General Plan Amendment (GPA) from Commercial to Business Park is required to allow this warehouse.—**MORENO VALLEY BUSINESS PARK BUILDING 5 - Maintaining Commercial would be better because we already have 35 approved warehouses waiting to be built.**

Developers always show one side and/or a corner of their building with good looking architecture, but most of this warehouse will be a five story block of cement at a major intersection — with many diesel trucks parked in their required 36 stalls and even more pulled into their loading docks.

Maintaining Commercial would be better with the tax income provided to the city — even if it may attract more cars vs slow moving toxic diesel trucks.

Please Deny this warehouse that requires a GPA and a Specific Plan Amendment. Moreno Valley already has **35 other warehouses approved** waiting to be built.

Sincerely,

George Hague

P.S. Please protect the Health, Safety and Welfare of Moreno Valley residents from the cumulative impacts by adding one more warehouse to the 35 already approved warehouses.



Green Jobs & Clean Communities

10 September 2025

Planning Commission
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92553

Delivered via email to: danielleh@moval.org
planningnotices@moval.org

Re: Supplemental Comments on Moreno Valley Business Park Building 5 Project
Environmental Impact Report (EIR), SCH 2023081366

Commissioners,

Golden State Environmental Justice Alliance (GSEJA) has presented arguments regarding the
aforementioned project in the form of a:

- Comment Letter dated 27 February 2025, which objects to the EIR and documents systematic California Environmental Quality Act (CEQA) violations including project segmentation, deficient air quality modeling, absence of environmental justice analysis, inadequate General Plan consistency review, insufficient transportation impact evaluation, and failure to address cumulative impacts on a disadvantaged community already experiencing severe pollution burdens.

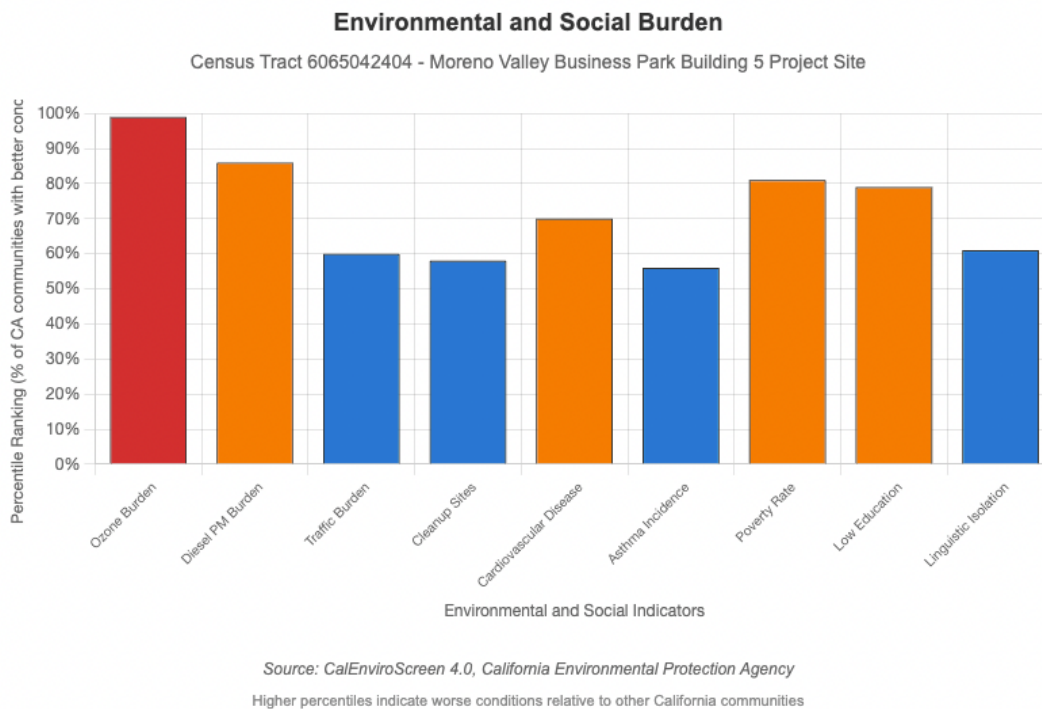
GSEJA also provided technical review comments dated 25 February 2025 prepared by Soil Water Air Protection Enterprise (SWAPE), which concluded that the project's air quality and health risk impacts may be underestimated due to unjustified modifications in the California Emissions Estimator Model (CalEEMod). SWAPE's independent analysis reveals that correcting these modeling parameters results in construction Reactive Organic Gas (ROG) emissions of approximately 395 pounds/day—more than five times the South Coast Air Quality Management District (SCAQMD) significance threshold of 75 pounds/day. Most critically, there was a failure to respond to this detailed technical analysis, violating CEQA Guidelines Section 15088 requirements for good faith responses to substantive comments.

GSEJA's comprehensive technical review reveals critical deficiencies that warrant the Planning Commission's rejection of this proposed 220,390 ft² warehouse development. The project site is in census tract 6065042404, which ranks in the 69th percentile of California's most polluted areas with 99th percentile asthma rates and 86th percentile diesel particulate matter burden, while

the EIR systematically underestimates air quality impacts in this already overburdened disadvantaged community.

Adding Pollution to California's Most Overburdened Community

This warehouse project would be built in census tract 6065042404, a community that already bears some of the most severe environmental burdens in the entire state of California. According to the California Environmental Protection Agency's CalEnviroScreen 4.0 analysis, this community suffers from the following factors:

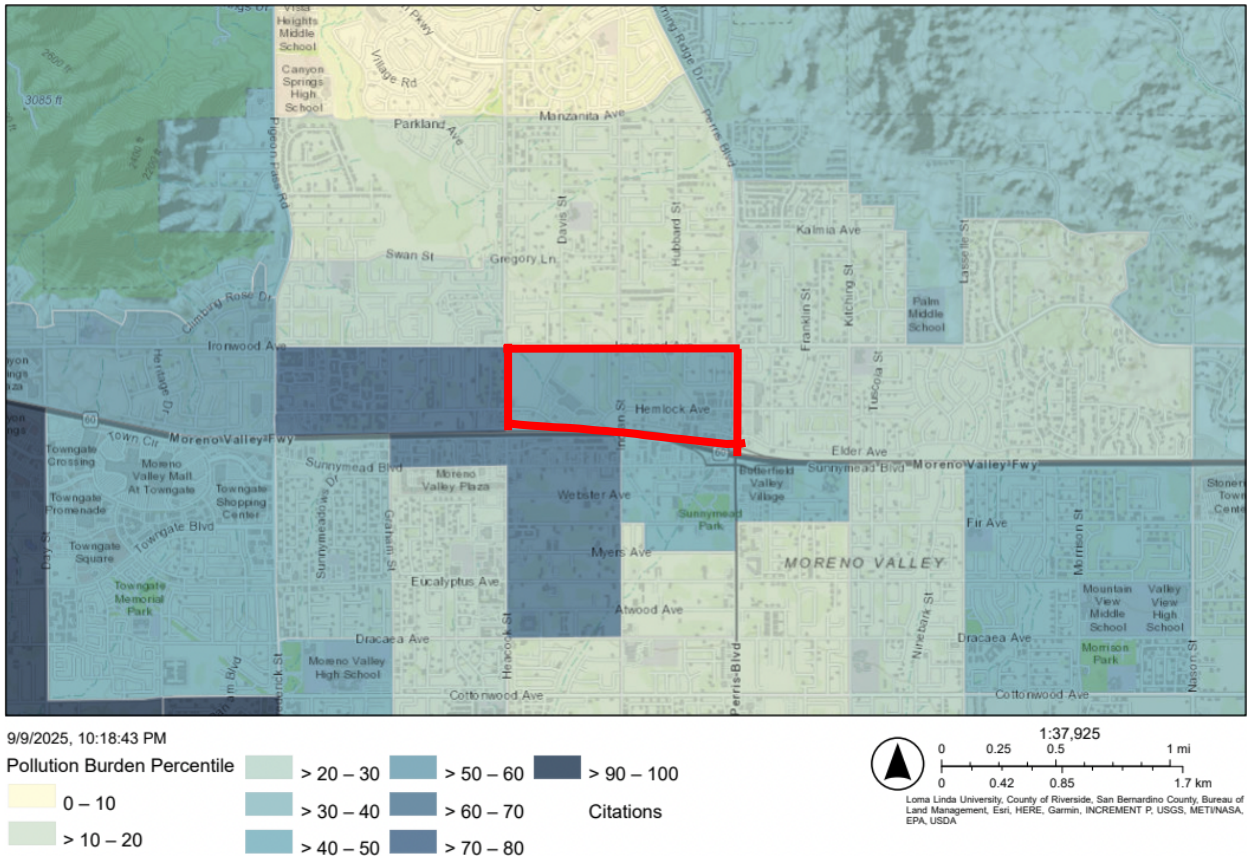


- Environmental Health Crisis:
 - 99th percentile for ozone burden - virtually no community in California has higher asthma rates
 - 86th percentile for diesel particulate matter - indicating massive industrial contamination
 - 60th percentile for traffic burden - showing dangerously poor air quality
 - 58th percentile for cleanup sites - reflecting the health toll of chronic pollution exposure

- Community Vulnerability Factors:
 - 81% poverty rate - demonstrating economic vulnerability that limits residents' ability to escape pollution
 - 79% lack high school education - indicating reduced access to resources and advocacy

- 69% Hispanic and 6% African-American residents - populations historically targeted for environmental racism
- 61% linguistic isolation - creating barriers to meaningful participation in planning processes
- Health Impact Evidence:
 - 70th percentile for cardiovascular disease - reflecting pollution's toll on community health
 - 56th percentile for asthma incidence - in addition to the 99th percentile burden rates
 - Multiple SB 535 Disadvantaged Community designations - clearly identifying this as a disadvantaged community under state law

Senate Bill (SB) 1000, California's environmental justice law, was specifically designed to protect communities like this from additional pollution burdens. The law requires local governments to identify disadvantaged communities and implement policies to reduce cumulative health risks rather than worsen them. Government Code Section 65302(h) mandates that local agencies *"identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities"* through measures including *"reduction of pollution exposure"* and *"improvement of air quality."*



CalEnviroScreen 4.0 Pollution Burden Map Showing Project Location in Census Tract 6065042404 Source: California Environmental Protection Agency. Map illustrates concentrated pollution exposure in project area (indicated by darker shading) relative to surrounding communities.

In response to comments to our original comment letter, the claim that 'CEQA focuses on physical environmental impacts rather than EJ issues' directly contradicts SB 1000 requirements and Government Code Section 65302(h), demonstrating failure to comply with state environmental justice law.

The EIR ignores these existing conditions and the local community's legal protections. It fails to analyze how warehouse truck traffic, diesel emissions, and round-the-clock industrial operations will worsen health outcomes for residents who already face the worst air quality and highest disease rates in California. This breaches CEQA's fundamental mandate under Public Resources Code Section 21001(b) to *"take all action necessary to provide the people of this state with clean air and water"* and Section 21000(g) requiring *"major consideration to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian."*

When a community already ranks in the 99th percentile for asthma and 86th percentile for diesel pollution exposure, adding more pollution sources is not just poor planning—it is a violation of civil rights and the right to breathe clean air.

Environmental Racism and the Cumulative Impact of Warehouse Concentration

This warehouse project continues a decades-long pattern of environmental racism that has systematically concentrated polluting facilities in communities of color and low-income areas while protecting wealthier, predominantly white neighborhoods from industrial development. The Inland Empire, like many other inland California communities, has become a dumping ground for logistics facilities that serve the consumption needs of affluent coastal communities while imposing health burdens on working-class families and communities of color.

The EIR fails to acknowledge or analyze this pattern of discriminatory land use decisions. It provides no cumulative impact analysis of the multiple warehouse and industrial projects that have been approved in the area, creating what environmental justice advocates recognize as a "sacrifice zone" - an area where residents are expected to bear health burdens that would never be tolerated in Beverly Hills, Newport Beach, or other affluent communities.

Documented Pattern of Warehouse Concentration

The EIR provides no analysis of cumulative warehouse impacts despite documented regional projects that collectively generate over 25,000 employees in a concentrated geographic area, including:

- Old 215 Business Park (345 employees)
- Compass Danbe Centerpointe Warehouse (677 employees)
- Cottonwood and Edgemont (175 employees)
- World Logistics Center (20,300+ direct jobs)

- Bay and Day Commerce Center (163 employees)
- Multiple SP 205 industrial developments (425,000 ft² ; 413 employees)

This discriminatory pattern violates the Fair Housing Act and California's Unruh Civil Rights Act, which prohibit land use decisions that have a disparate impact on protected classes. As the California Attorney General has noted, *"the burdens of pollution should not be focused on sensitive populations or on communities that already are experiencing its adverse effects."* Yet that is precisely what this project would do.

The cumulative health impacts from multiple warehouse facilities include:

- Concentrated diesel truck traffic creating corridors of toxic air pollution, contributing to what health experts term **“diesel death zones”**, where cumulative pollution exposure creates severe public health consequences.
- 24/7 industrial noise disrupting sleep and contributing to stress-related health problems.
- Increased particulate matter worsening respiratory conditions in a community with 99th percentile asthma rates.
- Traffic safety hazards on residential streets not designed for heavy truck traffic.
- Economic displacement as industrial uses drives out community-serving businesses.

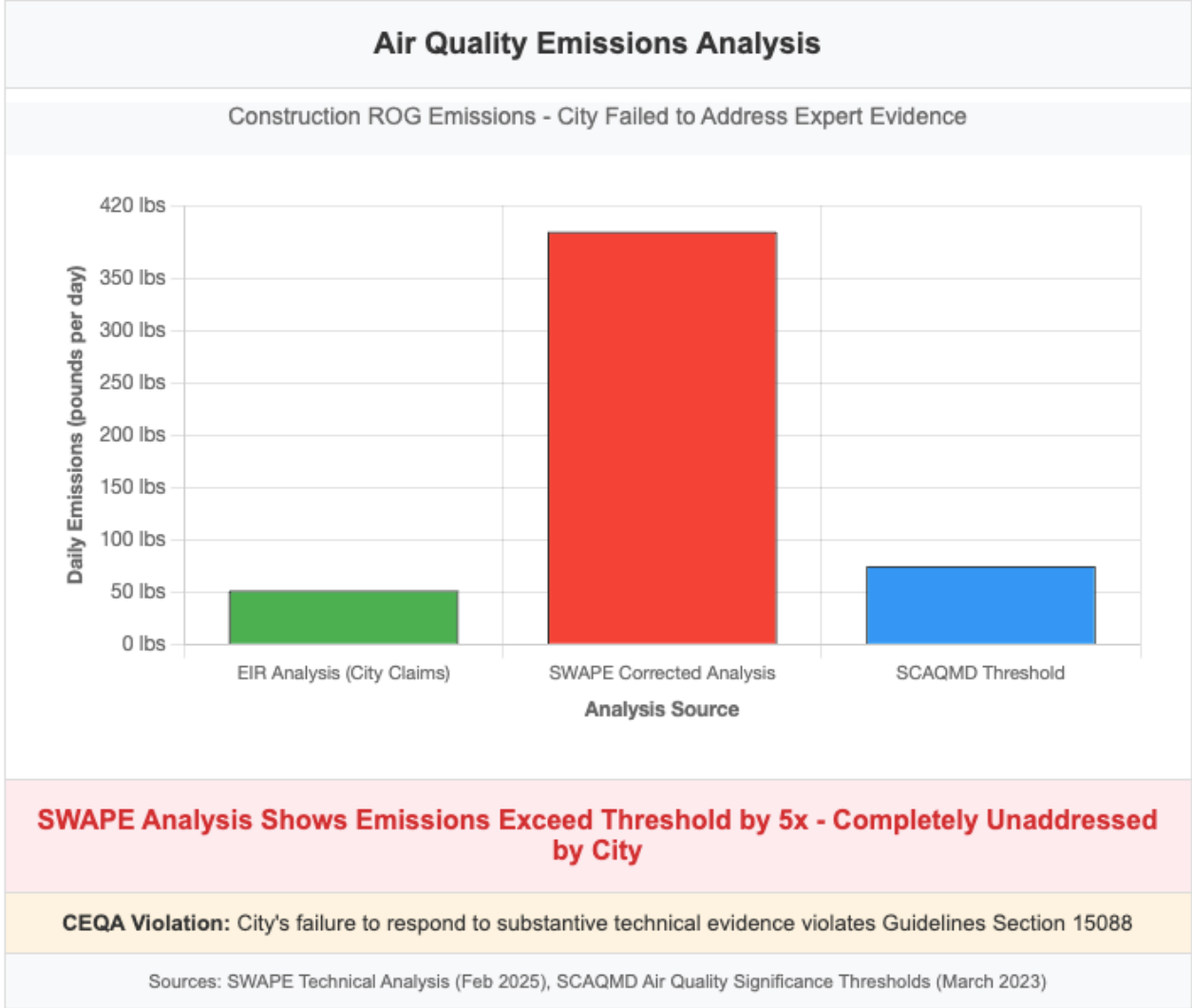
The Planning Commission must reject this pattern of environmental injustice. Communities of color and low-income families deserve the same environmental protections as wealthy neighborhoods. Children deserve to breathe clean air and attend schools not surrounded by diesel trucks.

Deficient Technical Analysis

The EIR's technical analysis systematically underestimates health risks to our community's most vulnerable residents - children, pregnant women, elderly residents, and those already suffering from respiratory conditions. Most critically, the City failed to respond to detailed technical analysis provided by SWAPE, which demonstrated specific modeling errors resulting in vastly underestimated emissions. This is not simply a technical error, it is a deliberate attempt to conceal the true health consequences of this project from public scrutiny, while also violating CEQA Guidelines Section 15088. This unrefuted technical evidence stands as fact, which includes:

- Air Quality Manipulation, in which the EIR modifies construction schedules in the California Emissions Estimator Model (CalEEMod) without proper justification, extending the timeframe to reduce daily emission calculations. When proper modeling

parameters are used, reactive organic gas (ROG) emissions reach approximately 395 pounds per day – more than five times the SCAQMD threshold of 75 pounds per day. This represents a significant air quality impact that triggers Environmental Impact Report requirements under CEQA.



- **Health Risk Underestimation:** The health risk assessment uses inappropriate "Fraction of Time at Home" values that underestimate cancer risks to children and pregnant women. The analysis assumes children spend less time in their neighborhood than SCAQMD guidelines require, artificially reducing calculated cancer risks from diesel particulate matter exposure.
- **Missing Vulnerability Analysis:** Most critically, the EIR fails to acknowledge that health risks from any level of additional pollution are magnified in a community where 99% of residents already suffer from asthma and cardiovascular disease. Children who already

struggle to breathe face exponentially greater harm from additional diesel emissions than healthy children in clean-air communities.

- **Project Piecemealing:** Evidence shows the same developer (Ledo Capital Group) is implementing multiple related projects that cumulatively create massive industrial concentration. This includes documented development of over 425,000 square feet of additional warehouse/industrial space facilitated by associated land use changes, yet the EIR analyzes this project in isolation.

These analytical failures prevent the community from understanding the true health consequences of this project and deny the opportunity to demand adequate protection measures. In a community already bearing the highest pollution burdens in California, even "small" additional exposures can trigger severe health consequences including asthma attacks, emergency room visits, and premature death.

The Planning Commission has a responsibility to demand honest, conservative health impact analysis that protects the most vulnerable members of the community, not industry-friendly assessments designed to minimize apparent impacts. The responses to our February 2025 technical comments demonstrate a pattern of CEQA violations, including complete failure to provide good faith responses to substantive technical evidence as required by CEQA Guidelines Section 15088. The dismissal of the unrefuted SWAPE technical analysis showing emissions five times above significance thresholds constitutes a failure to respond to substantial evidence, requiring EIR recirculation. Given these systematic failures to protect a community already bearing the worst pollution burdens in California, any warehouse development must achieve net zero carbon emissions.

Recommendation

The Planning Commission must reject the inadequate EIR and require preparation of a comprehensive Environmental Impact Report (EIR) that mandates net zero carbon emissions, and includes:

- Honest assessment of air quality impacts utilizing proper modeling parameters and addressing unrefuted SWAPE evidence.
- Comprehensive cumulative impact analysis of warehouse concentration in environmental justice communities.
- Meaningful environmental justice analysis as required by SB 1000 and Government Code 65302(h).
- Complete project description with all required technical details for informed decision-making.

- Enhanced mitigation measures that are specifically designed to protect disadvantaged communities.

The Planning Commission should conduct meaningful community engagement and outreach, as required by SB 1000, which involves holding public workshops (in both English and Spanish) accessible to community members at convenient hours, as well as partner with trusted and rooted community organizations and canvass affected neighborhoods on foot, as a way to meet the requirements of SB 1000, as well as understanding the ramifications of implementing such a large scale change in an impacted community.

Additionally, the Planning Commission should also consider implementing enhanced mitigation measures that protect community health, such as embarking on zero emission vehicle requirements for all project-related traffic, prioritizing local community member employment, and provide health monitoring and reporting systems to reduce the impact of these types of projects, both now and in the future.

Conclusion

Due to the above-mentioned reasons as well as the reasons listed in the original comment letter to the EIR, GSEJA believes the EIR is flawed, and a new, comprehensive EIR must be prepared for the proposed project and circulated for public review.

The health of our children and the future of our community are in your hands.

Onwards.

Stanley Saltzman, MBAC
Golden State Environmental Justice Alliance
765 N Main Street, Suite 151
Corona, CA 92880
+1 951 279 4697



**Community Development Department
Planning Division**

MEMORANDUM

To: Honorable Chair DeJohnette and Members of the Planning Commission
From: Colby Cataldi, Planning Official
Date: September 10, 2025
Subject: Email Correspondence to the Planning Commission Email Inbox Regarding Items on the September 11, 2025 PC Meeting Agenda

The attached email communications were received via the Planning Commission's email inbox at PC@moval.org. Since these email communications pertain to items on the September 11, 2025 agenda, they are being distributed to the entire Planning Commission for its review and consideration. Copies have also been made available for public review and inspection online and in locations where hard copies of the agenda material have been placed or posted. If any additional email communications are received via the PC@moval.org email inbox, regarding any items on the September 11, 2025 agenda, they will be distributed to the Planning Commission at the beginning of the meeting.

Enclosure:

Public comments submitted via email to PC@moval.org are provided.

9/8/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Subject: Planning Commission - Public Comment - FW: Warehouse Project
Date: Tuesday, September 9, 2025 8:17:44 AM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

Planning Commission

e: pc@moval.org | w: www.moval.org
Moreno Valley, CA, 92553

From: Elaine C <mjisa88@yahoo.com>

Sent: Monday, September 8, 2025 8:04 PM

To: Planning Commission <pc@moval.org>

Cc: Angelica Frausto-Lupo <angelicaf@moval.org>; City Clerk <cityclerk@moval.org>

Subject: warehouse project

Warning: External Email – Watch for Email Red Flags!

Planning Commissioners,

Please vote no/deny the MV Business Park Building 5 warehouse project. Please protect not just the children, but all MV residents from being exposed to more toxic diesel fumes. The increase in diesel trucks on the 60 fwy will increase traffic, which at this time is a nightmare at any time of day, not just rush hour or the morning traffic commute. It takes at minimum 20 minutes to pass thru MV and adding another warehouse at the corner of Ironwood Ave and Heacock St is going to make it that much worse. Even if you don't commute to work, as a MV resident driving on the 60 fwy you have to understand the frustration of the daily gridlock, which is as extreme if not worse than LA traffic. This is contributing to the bad air quality that our kids play sports in. Please say no, as MV does not need another warehouse. Instead of making our city beautiful, the warehouses are making the air brown and the highway unbearable.

Thank you for your time.

Concerned MV resident of 30 years,

9/8/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Subject: Planning Commission - Public Comment - FW: Warehouse in Moreno Valley
Date: Tuesday, September 9, 2025 8:18:46 AM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

Planning Commission

e: pc@moval.org | w: www.moval.org
Moreno Valley, CA, 92553

From: Deborah Bennett <dmben9@gmail.com>

Sent: Monday, September 8, 2025 8:46 PM

To: Planning Commission <pc@moval.org>

Cc: City Clerk <cityclerk@moval.org>; Angelica Frausto-Lupo <angelicaf@moval.org>

Subject: Warehouses in Moreno Valley

Some people who received this message don't often get email from dmben9@gmail.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

Dear Members of the Planning Commission,

My husband, Anthony Metcalf, and I are long time residents of MoVal. He moved to Sunnymead at the age of 10 and he and I together began our tenure here in 1982. I don't have to tell you that in these years we have experienced all the problems and negatives that come with tremendous growth and the ones that particularly come when a city overindulges the logistics industry. We simply do not need or want any more warehouses in our city. And we really don't want a five story concrete monstrosity on Ironwood and Heacock. Please honor your responsibility to us and the other residents of MoVal by voting against the approval of the Moreno Valley Business Park

Sincerely,

Deb Bennett

10674 Vista Ln

Moreno Valley, CA 92557

951-842-1959

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Subject: Planning Commission - Public Comment - FW: Plllease deny another warehouse -- we already have 35 approved waiting to be built.
Date: Tuesday, September 9, 2025 9:57:05 AM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

Planning Commission

e: pc@moval.org | w: www.moval.org
Moreno Valley, CA, 92553

From: George Hague <gbhague@gmail.com>

Sent: Tuesday, September 9, 2025 9:40 AM

To: Planning Commission <pc@moval.org>; Angelica Frausto-Lupo <angelicaf@moval.org>

Cc: City Clerk <cityclerk@moval.org>

Subject: Plllease deny another warehouse -- we already have 35 approved waiting to be built.

Warning: External Email – Watch for Email Red Flags!

Dear Planning Commissioner,

With 35 already city approved warehouses that are waiting to be built

Do we really need any of the FIVE warehouse projects found below now going through Planning added to the 35 that our city already approved and waiting to be built?

PLEASE vote to DENY future warehouses by telling them you are responsible for **PROTECTING the HEATH, SAFETY AND WELFARE OF MORENO VALLEY RESIDENTS** — especially children & the elderly. This includes Moreno Valley Business Park Building 5 Project this Thursday.

Sincerely,

George Hague

The following 35 Moreno Valley warehouses that are already approved and waiting to be built with their more than 13,000 Daily toxic Diesel Truck Trips will further clog SR-60 & make our city very unhealthy.

Do families need to suffer any more warehouse approvals with their toxic diesel truck emissions?

The Following 35 warehouses are already approved and waiting to be built

#1 Approved - World Logistic Center (WLC) 40 million sq ft across several streets from many homes with ground broken in 2024/2025 for first warehouses' infra-structure.

This single project will be able to add 30 warehouses with each more than a million plus square feet & total more than 12,000 Daily toxic Diesel Truck Trips added to SR-60 and our local streets.

#2 Approved - Moreno Valley Business Center next to family homes in the Environmental Justice (EJ) Community of Edgemont

#3 Approved Compass Danbe Centerpointe - **two** warehouses

#4 Approved Cottonwood & Edgemont **twin** warehouses next to homes in the Environmental Justice (EJ) Community of Edgemont

FIVE warehouses waiting for their vote — the following still going through environmental review:

#5 Moreno Valley Business Park Building 5 Project 220,309 sq ft using already clogged Heacock St and passing homes on Ironwood Ave

#6 -The Bay and Day warehouse in the Environmental Justice (EJ) Community of Edgemont - next to homes

#7 Merwin Properties 991,047 sq warehouse — Across the street from family homes

#8 Heacock Commerce Center two warehouses totaling 873,967 sq ft adjacent to homes.

#9 First Industrial Warehouse at Day Street Project 164,968 sq ft

9/9/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Subject: Planning Commission - Public Comment - FW: No more warehouses!
Date: Wednesday, September 10, 2025 7:14:12 AM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

Planning Commission

e: pc@moval.org | w: www.moval.org
Moreno Valley, CA, 92553

From: daddy1com@aol.com <daddy1com@aol.com>

Sent: Tuesday, September 9, 2025 11:27 AM

To: Planning Commission <pc@moval.org>

Subject: No more warehouses!

You don't often get email from daddy1com@aol.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

The smog is bad already, we are overcrowded in town, and we don't need any more big rigs rolling through our streets. We also don't need warehouses that do not offer our citizens appropriate salaries to accommodate the high cost of living.

9/9/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Subject: Planning Commission - Public Comment - FW: Stop approval of more new Warehouses
Date: Wednesday, September 10, 2025 7:15:52 AM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

Planning Commission

e: pc@moval.org | w: www.moval.org
Moreno Valley, CA, 92553

From: Marcia Narog <mgnarog@gmail.com>

Sent: Tuesday, September 9, 2025 3:18 PM

To: Planning Commission <pc@moval.org>

Cc: City Clerk <cityclerk@moval.org>; angelica@moval.org

Subject: Stop approval of more new Warehouses

Warning: External Email – Watch for Email Red Flags!

We are overloaded and overwhelmed by the onslaught of too many warehouses already. I'm already suffering from lung problems from our polluted air. Traffic is horrendous and takes me 3 to 4x longer to get from east to west Moreno Valley. Enough already!!! Don't approve ANY more warehouses. We need diversity of businesses and home adgacent warehouses with their toxic trucks is not how this city should continue to grow.

9/9/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Subject: Planning Commission - Public Comment - FW: No warehouse on Ironwood
Date: Wednesday, September 10, 2025 7:16:52 AM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

Planning Commission

e: pc@moval.org | w: www.moval.org
Moreno Valley, CA, 92553

From: Donna Wilson <sillyiguana@gmail.com>

Sent: Tuesday, September 9, 2025 10:16 PM

To: Planning Commission <pc@moval.org>

Subject: No warehouse on Ironwood

You don't often get email from sillyiguana@gmail.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

Hi I love our city and the people in it. I have lived here for 25 years serving our community in our local church. This warehouse that is being planned for Ironwood and Heacock is not a good idea. Please don't build it there. That area is already congested, has homes and a community of amazing people that don't need more traffic or the eye sore. Just my thoughts. Hopefully you are willing to listened to the citizens.

Also please don't cut Don the trees in Steeplchase.

Thanks

Donna Wilson

9/10/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Bcc: [adejohnette@me.com](#); [ocobian@swcarpenters.org](#); [js71729@verizon.net](#); [ravgingerbaker@msn.com](#); [darylterrell@yahoo.com](#); [callthatman@verizon.net](#); [nikkimonroe06@gmail.com](#)
Subject: Planning Commission - Public Comment - FW: Why change commercial zoning for another warehouse -- we already have 35 approved warehouses waiting to be built?
Date: Wednesday, September 10, 2025 4:21:00 PM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

From: George Hague <gbhague@gmail.com>
Sent: Wednesday, September 10, 2025 9:21 AM
To: Planning Commission <pc@moval.org>
Cc: colbyc@moval.org; Emily Elliott <emilye@moval.org>; Angelica Frausto-Lupo <angelicaf@moval.org>; City Clerk <cityclerk@moval.org>
Subject: Why change commercial zoning for another warehouse -- we already have 35 approved warehouses waiting to be built?

Warning: External Email – Watch for Email Red Flags!

Good morning Planning Commissioners, 9:20 am
Sept 10, 2025

A General Plan Amendment (GPA) from Commercial to Business Park is required to allow this warehouse.
—MORENO VALLEY BUSINESS PARK BUILDING 5 -
Maintaining Commercial would be better because we already have 35 approved warehouses waiting to be built.

Developers always show one side and/or a corner of their building with good looking architecture, but most of this warehouse will be a five story block of cement at a major intersection — with many diesel trucks parked in their required 36 stalls and even more pulled into their loading docks.

Maintaining Commercial would be better with the tax income provided to the city — even if it may attract more cars vs slow moving toxic diesel trucks.

Please Deny this warehouse that requires a GPA and a Specific Plan Amendment. Moreno Valley already has **35 other warehouses approved** waiting to be built.

Sincerely,

George Hague

P.S. Please protect the Health, Safety and Welfare of Moreno Valley residents from the cumulative impacts by adding one more warehouse to the 35 already approved warehouses.

9/10/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miquel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Bcc: [adejohnette@me.com](#); [ocobian@swcarpenters.org](#); [js71729@verizon.net](#); [raygingerbaker@msn.com](#); [darylterrell@yahoo.com](#); [callthatman@verizon.net](#); [nikkimonroe06@gmail.com](#)
Subject: Planning Commission - Public Comment - FW: public comment on 9/11 planning commission item I.1 - Moreno Valley Business Park Building 5
Date: Wednesday, September 10, 2025 5:12:00 PM
Attachments: [MoVal_BP_Bldg5_PC_letter.pdf](#)

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

From: Michael McCarthy <MikeM@radicalresearch.llc>
Sent: Wednesday, September 10, 2025 4:42 PM
To: Planning Commission <pc@moval.org>; Angelica Frausto-Lupo <angelicaf@moval.org>; City Clerk <cityclerk@moval.org>
Subject: public comment on 9/11 planning commission item I.1 - Moreno Valley Business Park Building 5

Warning: External Email – Watch for Email Red Flags!

Dear Planning Commission, City Clerk, Planning Staff,

Attached please find a letter from Sierra Club Box Springs Group on the Item I.1 – Moreno Valley Business Park Building 5.

It is ironic that the project name ‘Moreno Valley Business Park Building 5’ is inconsistent with the planned zone change from Business Park to Light Industrial. This project is on a key corner of Ironwood Ave and Heacock Street, which is an interface area between multiple types of zoning – residential, commercial, industrial, and public facilities. These types of interface spaces are very important from a planning perspective. Business Park zoning is specifically described as ‘attractive, pleasant, and prestigious.’ Light industrial zoning is for ‘high performance’ and is distinctly supposed to require buffering for warehouse structures greater than 50,000 square feet.

Moreno Valley needs to decide whether it wants gradual transitions between commercial,

residential, and industrial zones that are pleasant and attractive or sharp and jarring. Is another mid-sized warehouse on the corner necessary to improve the quality of life and walkable/bikable neighborhoods goals of the city? We urge you to require an alternatives analysis for the original business park zoning that restricts the building sizes to below 50,000 square feet and maintain the neighborhood character of a mixed-use zone.

Thank you!

Mike McCarthy, PhD
Co-conservation Chair
Sierra Club Box Springs Group

9/10/2025

From: [Planning Commission](#)
Cc: [Angelica Frausto-Lupo](#); [Colby Cataldi](#); [Danielle Harper-Scott](#); [Miguel Del Rio](#); [Stacy Dunning](#); [Brandi Barron](#); [Sean P. Kelleher](#)
Bcc: adejohnette@me.com; ocobian@swcarpenters.org; js71729@verizon.net; raygingerbaker@msn.com; darylterrell@yahoo.com; callthatman@verizon.net; nikkimonroe06@gmail.com
Subject: FW: Moreno Valley Business Park Building 5; Sept 11, 2025 MV Planning Commission Hearing
Date: Wednesday, September 10, 2025 5:13:00 PM

Good afternoon Members of the Planning Commission (via BCC):

Please see the message below containing public comments addressed to the Commission. These comments were received by staff and are being forwarded for your review.

The Community Development Director and staff have also been made aware of the comments.

Kind regards,

From: Ann McKibben <atmckibben@roadrunner.com>
Sent: Wednesday, September 10, 2025 4:54 PM
To: Planning Commission <pc@moval.org>
Cc: Angelica Frausto-Lupo <angelicaf@moval.org>; City Clerk <cityclerk@moval.org>
Subject: Moreno Valley Business Park Building 5; Sept 11, 2025 MV Planning Commission Hearing

Warning: External Email – Watch for Email Red Flags!

10 September 2025

Moreno Valley Planning Commission
City of Moreno Valley
PO Box 88005
14177 Frederick St.
Moreno Valley, CA 92552

Via email: PC@moval.org
cc angelicaf@moval.org and cityclerk@moval.org

Dear Planning Commissioners:

RE: Moreno Valley Business Park Building 5

I'm writing to ask you to vote NO on this project.

I am concerned about the amount of **traffic** this project will bring to the Heacock-Ironwood intersection. As it stands now, the intersection of Heacock Street and Ironwood Avenue is one of the busiest intersections in northwestern Moreno Valley. Adding more truck traffic is significant. Heacock is one of the main routes to northern Moreno Valley and accessing Reche Vista Drive to Reche Canyon, San Bernardino, Colton, Loma Linda. There are already complaints about semitrucks using Reche Vista Drive to access the city. This project will only worsen this problem

I am concerned about compromising the **air quality** of the residents plus children and older residents.

I am concerned about the **Cumulative Impacts** the project will bring.

I am concerned about the negative effect this project will have on the livability of this neighborhood.

If the Moreno Valley city motto is "Where Dreams Soar", how does this project fulfill that motto nearby residents?

Thank you for considering my comments.

Sincerely,

Ann McKibben

Ann McKibben
Moreno Valley Resident since 1985

Angelica Frausto-Lupo

From: Jen L <jlarrattsmith@gmail.com>
Sent: Wednesday, September 10, 2025 7:24 PM
To: Planning Commission
Cc: Angelica Frausto-Lupo; City Clerk
Subject: Please Vote to Deny the Moreno Valley Business Park Building 5

You don't often get email from jlarrattsmith@gmail.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

Dear Planning Commission,

Please vote no on the Moreno Valley Business Park Building 5 plan, which upzones a commercial zone to industrial. Moreno Valley already has 35 approved warehouse projects waiting to be built, and this project is one of five more projects going through the planning process. Moreno Valley is already oversaturated with warehouses. Diesel trucks already clog the streets and pollute our air.

Please vote to protect residents' health, safety, and welfare in Moreno Valley. It is not (yet) a desolate wasteland of warehouses, and it is about time the Planning Commission and the City Council make decisions that prioritize residents rather than the pockets of multinational companies exploiting our communities.

Please vote to deny the Moreno Valley Business Park Building 5 plan and all the other ill-conceived warehouse plans in the pipeline. Moreno Valley does not need one more square inch of warehouses.

Sincerely,

Jen Larratt-Smith
Chair, R-NOW

From: [George Hague](#)
To: PC@moval.org
Cc: angelicaf@moval.org; emilye@moval.org; [City Clerk](#)
Subject: [External] Fwd: Why change commercial zoning to allow another warehouse -- we already have 35 waiting to be built.
Date: Thursday, September 11, 2025 10:26:37 AM

Warning: External Email – Watch for Email Red Flags!

Warning: External Email – Watch for Email Red Flags!

Good morning Planning Commoner,

10:21 am September 11, 2025

Re: Moreno Valley Business Park Building 5,

The developer wants/needs you to change the current zoning of Commercial which brings in tax revenue to Business Park to permit his five story warehouse near Sprouts with its toxic diesel trucks. **Vote no to a General Plan Amendment to change the zoning.**

Moreno Valley already has **35 approved warehouses** that have not been built.

Why change our General Plan zoning to allow another warehouse?

Do we really need another warehouse in Addition to the 35 already approved and waiting to be built?

Please protect the Health, Safety and Welfare of our residents from all the cumulative impacts of this warehouse when added to the 35 others and Deny this warehouse.

Sincerely,

George Hague

September 10, 2025

Emily Elliott,

The reason for this communication is a project you are working on for the City of Moreno Valley, specific plan 205, amendment PEN23-0092.

I have some concerns on the following items in the EIR report:

- 1.4 Air quality the EIR list this as having a significant impact.
- 2.5 Project operations list possible operations 24-7 this is hard to comment on as the tenant is not known at this time. There are residential properties North and South of this site.
- 3.7 III. Air Quality A, B and C list air quality as a significant impact again the tenant is not known.
- XIII. Noise as I significant impact again tenant is not known

Traffic is also a concern as Ironwood Ave. to the north and Heacock Street to the west are main Thorofare's in the city. This intersection is verry busy during the morning and evening hours.

Tom Behrens

24040 Kernwood Drive

Moreno Valley, CA 92557

951-505-9818

September 9, 2025

Colby Cataldi

Planning – City of Moreno Valley

Re: Building 5 – Moreno Valley Business Park, The District - PEN23-0063, PEN23-0042, and PEN24-0167

Mr. Cataldi (City Council & Planning Commission)

As a resident and the former president of the CSEA Union, as well as a retired Supervisor for Moreno Valley with 43 years of experience, I strongly support the approval of the Building 5 project at The District. The history of The District (formerly the Festival Center) is well known. For decades, it sat idle, creating an eyesore and continuing problems instead of opportunities. In recent years, redevelopment has brought new life and changed the perception of the area.

The first phase of the business/ industrial park was a critical turning point. It provided the area with stability and laid a foundation for the old retail center to find success and encourage new development. The District is an excellent example of a public/ private partnership producing great results for the community.

As the former CSEA Union President and retired Supervisor for the Moreno Valley school district, I ask the developer to do one thing for the area. It is an area where people can walk in the evening, and adding a small outdoor workout park would be beneficial for both the District and the community. I cannot stress enough how important it is to have good local job opportunities, and this development will provide them.

For these reasons, I strongly support the approval of Building 5 of the Moreno Valley Business Park.

Best regards,

Jolynn Neal, 24261 Virginia Lane, 951-288-9188.

jolynnjlw@aol.com

September 8, 2025

Colby Cataldi
Planning Department
City of Moreno Valley

Re: PEN23-0063, PEN23-0042 and PEN24-0167— Building 5 at The District Moreno Valley

To the Planning Department (City Council & Planning Commission)

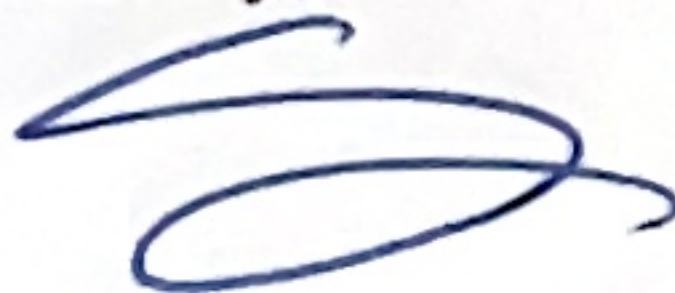
As the owner of Sola Salons in Moreno Valley, I am proud to say we just recently opened our almost 10,000 SF location within Building A at The District and I encourage you to approve the proposed Building 5 at The District. I had been tracking the progress of this redevelopment for several years prior to making a long-term lease commitment and significant financial investment in MoVal. After years of chronic vacancy and dilapidated buildings, the old Festival Center has finally been put to productive use.

Aside from the visibility and easy access, one of the primary benefits of this location was the proximity to the four (4) building Moreno Valley Business Park. Being immediately adjacent to existing businesses offers incredible convenience for potential new customers. The idea that employees of these companies can simply walk over to our location provides a significant competitive advantage. We have already seen several new customers as a result of this.

Approving Building 5 will build on this. These local jobs help support us as well as the other retailers in The District.

I strongly support the project and request that you approve the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Sinnett", with a stylized flourish at the end.

Scott Sinnett

September 5, 2025

Colby Cataldi
Planning Department
City of Moreno Valley

**Re: Building 5 of the Moreno Valley Business Park at The District Moreno Valley –
PEN23-0063**

City Council & Planning Commission

I would like to express my support for the above-mentioned project. This redevelopment project has been incredibly positive on the community.

This proposed project will provide good paying local jobs for the community. We do not want to have vacant lots in our city as they attract the homeless along with trash and drug use.

Please approve this project as it is great for the neighborhood and Moreno Valley.

Sincerely,

Maria Perez
213 – 433 – 9743

Pacific Retail Partners

September 5, 2025

C/o Colby Cataldi
City of Moreno Valley
14177 Frederick St.
Moreno Valley, CA 92553

Re: Building 5 of the Moreno Valley Business Park at The District Moreno Valley – PEN23-0063, PEN23-0042 and PEN24-0167

To Moreno Valley City Council and Planning Commission:

As a long-time retail developer/owner in the City of Moreno Valley, I would like to express my strong support for the above-mentioned project. My company, Pacific Retail Partners, is the master developer and owner of the Walmart Supercenter anchored Moreno Beach Plaza project in Moreno Valley. We are also the former owner of the subject 9.98-acre parcel where Building 5 is proposed. I participated in support of this project when it was initially approved in 2021. Although we originally purchased the retail zoned site with the intention of trying to lure a retailer to this location, I do not see this opportunity as a viable retail location. Based on our firsthand experience, this site was not suitable for a retail development with its immediate proximity to the large SCE substation, together with the underperforming Ironwood Plaza catty-corner to the project and the recently vacated Rite Aid building at the southwest corner of this intersection. This is why we sold the property.

As someone who wants to see Moreno Valley continue to be successful, I believe the proposed project should be approved. Without the original four building business park development, the rebirth of the freeway fronting retail at the former Festival Center never would have occurred. The dramatic changes at The District have been a welcomed improvement over the severely blighted condition that existed for the two decades prior.

I strongly support this project for a second time and know this development will continue to have a very positive outcome on the Moreno Valley.

Sincerely,



Joe Meyer – President, MPJR, Inc. – Pacific Retail Partners

*PO Box 2617, Riverside, CA 92506
(951) 990-6381*

*Attention: Colby Cataldi
CC: City Council & Planning Commission
Planning Department
City of Moreno Valley*

Re: Building 5 Moreno Valley Business Park

I am sending you this letter to express my support for the proposed building 5 project located at the Moreno Valley Business Park.

I strongly believe this development represents a significant opportunity for positive growth and revitalization in our community.

This project will also create good-paying local jobs which are essential to building a stronger community that will serve the needs of both current and future residents.

Please approve this project and help move our city forward. Thank you for your time and consideration.

Regards,

Alvaro Sola

Date: 9/5/2025

September 5, 2025

Planning Department
City of Moreno Valley
14177 Frederick St.
Moreno Valley, CA 92553
C/o Colby Cataldi

Re: Building 5 of the Moreno Valley Business Park at The District Moreno Valley – PEN23-0063

Mr. Cataldi and Councilmembers

As a long time resident and business owner, I would like to express my strong support for the above mentioned project. The transformation of the former Festival Center has been remarkable to watch over the past several years. This was after more than two decades of decay at the old Festival Center.

This new project will provide significantly important jobs to the community. This is a first class business park and now a well performing retail center with much needed amenities. It is a pleasure to have new, high image buildings in Moreno Valley.

Please approve this project.

Sincerely,

Pablo Rodriguez
Pablo Rodriguez

760-610-3147

September 3, 2025

Planning Department
City of Moreno Valley
14177 Frederick St.
Moreno Valley, CA 92553
C/o Colby Cataldi - colbyca@moval.org

Re: Building 5 of the Moreno Valley Business Park at The District Moreno Valley – PEN23-0063, PEN23-0042 and PEN24-0167

To whom it may concern:

As a long time business owner and resident in the City of Moreno Valley, I would like to express my strong support for the above-mentioned project. The dramatic changes at the former Festival Center have been amazing to watch over the past several years. After more than two decades of decay at the old Festival Center with boarded up buildings and a very difficult homeless situation, this redevelopment project has been incredibly positive on property values and bringing needed services to the area.

This new Building 5 project will provide many local jobs for the community that are very much in need. The first four buildings in the business park provided the much needed stability for the retail and hotel project to also be successful. Whereas this used to be a very troubled area due to the crime and the homeless, this is now a very safe and welcoming area for the community.

This is a very positive development for the area and will rid the area of the last blighted vacant site in the project. Please approve this project as it is great for the neighborhood and the City of Moreno Valley.

Sincerely,

A handwritten signature in black ink that reads "John Zuppardo". The signature is written in a cursive, flowing style.

FW: More than 30 already approved Warehouses for Moreno Valley Families - Do we need any more of them?

Danielle Harper-Scott <danielleh@moval.org>

Wed 9/3/2025 5:04 PM

To: Emily Elliott <emilye@moval.org>; Emily Elliott <eelliott@mnsengineers.com>;

Warning: External Email – Watch for Email Red Flags!

Danielle Harper-Scott

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3224 | e: danielleh@moval.org | w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: George Hague <gbhague@gmail.com>

Sent: Tuesday, September 2, 2025 4:52 PM

To: Angelica Frausto-Lupo <angelicaf@moval.org>

Cc: Community Development - Planning <planningemail@moval.org>; Planning Notices_DG <planningnotices@moval.org>; City Clerk <cityclerk@moval.org>

Subject: Re: More than 30 already approved Warehouses for Moreno Valley Families - Do we need any more of them?

Warning: External Email – Watch for Email Red Flags!

Please send this version where I slightly changed the subject line.

On Sep 2, 2025, at 4:42 PM, George Hague <gbhague@gmail.com> wrote:

Good afternoon Planning Commissioner,

September 2, 2025

Do we really need any of the FIVE warehouse projects found below going through Planning added to the more than 30 that our city approved and waiting to be built?

PLEASE vote to DENY future warehouses by citing you are **PROTECTING the HEATH, SAFETY AND WELFARE OF MORENO VALLEY RESIDENTS** — especially children & the elderly.

The following more than 30 Moreno Valley already approved and not built warehouses with their more than 13,000 Daily toxic Diesel Truck Trips will make our city very unhealthy.

Do families need to suffer any more approvals?

The Following more than 30 warehouses are already approved and waiting to be built

#1 Approved - World Logistic Center (WLC) 40 million sq ft across several streets from many homes with ground broken in 2024/2025 for first warehouses' infra-structure.

This single project will be able to add 30 warehouses with each more than a million plus square feet & total more than 12,000 Daily toxic Diesel Truck Trips added to SR-60 and our local streets.

#2 Approved - Moreno Valley Business Center next to family homes in the Environmental Justice (EJ) Community of Edgemont

#3 Approved Compass Danbe Centerpointe - two warehouses

#4 Approved Cottonwood & Edgemont twin warehouses next to homes in the Environmental Justice (EJ) Community of Edgemont

FIVE more warehouses on which you will vote — still going through environmental review like the following:

#5 Moreno Valley Business Park Building 5 Project 220,309 sq ft using already clogged Heacock St and passing homes on Ironwood Ave

#6 -The Bay and Day warehouse in the Environmental Justice (EJ) Community of Edgemont - next to homes

#7 Merwin Properties 991,047 sq warehouse — Across the street from family homes

#8 Heacock Commerce Center two warehouses totaling 873,967 sq ft adjacent to homes.

#9 First Industrial Warehouse at Day Street Project 164,968 sq ft

Before you vote on any more warehouses please make sure you know how many acres you will be approving in the General Plan Update later this year that will allow even more millions of square feet of warehousing and 1,000'a of more Daily toxic Diesel Truck Trips in our city to impact families.

Please vote to protect the Health, Safety, and Welfare of Moreno Valley families,

George Hague

From: [George Hague](#)
To: angelicaf@moval.org
Cc: emilye@moval.org; [City Clerk](#); dept_cityclerk@moval.org
Subject: [External] Why change commercial zoning to allow another warehouse -- we already have 35 waiting to be built.
Date: Monday, September 29, 2025 6:36:21 PM

Warning: External Email – Watch for Email Red Flags!

Warning: External Email – Watch for Email Red Flags!

Good afternoon again City Council Members

September 29, 2025

Re: **Moreno Valley Business Park Building 5** on your October 7, 2025 council meeting

The developer wants/needs you to change the current zoning of Commercial which brings in tax revenue to Business Park to permit his five story warehouse near Sprouts with its toxic diesel trucks. **Vote no to a General Plan Amendment to change the zoning.**

Moreno Valley already has **35 approved warehouses** that have not been built.

Why change our General Plan zoning to allow another warehouse?

Do we really need another warehouse in Addition to the 35 already approved and waiting to be built?

Please protect the Health, Safety and Welfare of our residents from all the cumulative impacts of this warehouse when added to the 35 others that have been approved and waiting to be built — Vote to Deny this warehouse as did two Planning Commissioners

Sincerely,

George Hague

From: [George Hague](mailto:George.Hague@moval.org)
To: angelicaf@moval.org
Cc: emilye@moval.org; [City Clerk](#)
Subject: [External] Moreno Valley already has 35 APPROVED WAREHOUSES waiting to be built.
Date: Monday, September 29, 2025 3:36:50 PM

Warning: External Email – Watch for Email Red Flags!

Warning: External Email – Watch for Email Red Flags!

Good afternoon City Council Members,

Re: Moreno Valley Business Park Building 5 on your October 7th agenda.

Why change the zone from commercial to allow another warehouse In Sprouts Shopping Center at a major intersection (SE Heacock St/Ironwood Ave) when we already have 35 approved waiting to be built. The unions will have plenty of work on these and it is time to protect the Health, Safety and Welfare of our residents — especially children and the elderly. Two Planning Commissioners voted No on the Moreno Valley Business Park Building 5 and it would be good if you did the same on October 7th.

Do we really need any of the FIVE warehouse projects found below now going through planning added to the more than 35 that our city already approved and waiting to be built?

The following 35 Moreno Valley warehouses **that are already approved and waiting to be built** with their more than 13,000 Daily toxic Diesel Truck Trips will further clog SR-60 & make our city very unhealthy.

The Following 35 warehouses are already approved and waiting to be built

#1 Approved - World Logistic Center (WLC) 40 million sq ft across several streets from many homes with ground broken in 2024/2025 for first warehouses' infra-structure.

This single project will be able to add at least 30 warehouses with each more than a million plus square feet & adding more than 12,000 Daily toxic Diesel Truck Trips to SR-60 and our local streets.

#2 Approved - Moreno Valley Business Center next to family homes in the Environmental Justice (EJ) Community of Edgemont

#3 Approved Compass Danbe Centerpointe - **two** warehouses

#4 Approved Cottonwood & Edgemont **twin** warehouses next to homes in the Environmental Justice (EJ) Community of Edgemont

The following FIVE warehouses still going through environmental review and need your vote:

#5 Moreno Valley Business Park Building 5 Project 220,309 sq ft **Needs Zone change** - adding slow moving diesel trucks to already clogged Heacock St and passing homes on Ironwood Ave

#6 -The Bay and Day warehouse in the Environmental Justice (EJ) Community of Edgemont - **Needs Zone change** next to homes

#7 Merwin Properties 991,047 sq warehouse — Across the street from family homes and

Needs Zone change

#8 Heacock Commerce Center two warehouses totaling 873,967 sq ft adjacent to homes.

#9 First Industrial Warehouse at Day Street Project 164,968 sq ft

***The project site would be better for apartments and/or more commercial.
Commercial on the lower level and apartments above.***

Sincerely,

George Hague

P.S. Before voting on the Revised General Plan Update you need to know how many acres are zoned for even more warehouses and be provided a map showing those locations.

From: [Danielle Harper-Scott](#)
To: [Danielle Harper-Scott](#)
Subject: RE: Warehouse wages trail Inland average - Press-Enterprise 9-28-2025 & Moreno Valley Business Park Building 5 warehouse - NO
Date: Wednesday, October 1, 2025 10:06:00 AM

From: George Hague <gbhague@gmail.com>
Sent: Tuesday, September 30, 2025 3:20 PM
To: Angelica Frausto-Lupo <angelicaf@moval.org>
Cc: Emily Elliott <emilye@moval.org>; City Clerk <cityclerk@moval.org>; colbyc@moval.org; Community Development - Planning <planningemail@moval.org>
Subject: Warehouse wages trail Inland average - Press-Enterprise 9-28-2025 & Moreno Valley Business Park Building 5 warehouse - NO

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Begin forwarded message:

From: George Hague <gbhague@gmail.com>
Subject: Warehouse wages trail Inland average - Press-Enterprise 9-28-2025 & Moreno Valley Business Park Building 5 warehouse - NO
Date: September 30, 2025 at 2:43:26 PM PDT
To: "Cheylyndab@moval.org" <Cheylyndab@moval.org>

https://enewspaper.pressenterprise.com/infinity/article_popover_share.aspx?guid=99ecd9a5-0c3f-4ce9-8301-7aff388399f4&share=true

Good afternoon/evening city council member,

Re: Moreno Valley Business Park Building 5 warehouse - Tuesday October 7th agenda.

Do Not Change the current Commercial Zoning in the Sprouts Shopping Center to allow the **5 Story tall** Moreno Valley Business Park Building 5 warehouse before you Tuesday October 7th. The SE corner of Ironwood Ave and Heacock St deserve more than a **5 story tall** warehouse and since **Moreno Valley** already has **35 approved warehouses waiting to be built** we do not need to change zones to allow another.

I hope you read the article on how automation is taking over and how warehouse workers are being left behind.

We will eventually be a city of large cement boxes full of automation/robotics and our residents on the road looking for work.

Please vote to deny the five story tall Moreno Valley Business Park Building 5 City warehouse.

Sincerely,

George Hague

ECONOMY

Report: Warehouse wages trail Inland average

UC Riverside researcher sees growth in high- and low-paying jobs but a weak middle



Amazon workers and supporters protest in July 2024 outside the company's San Bernardino air hub. According to a report, warehouse workers in the Inland Empire earn 75% of what other workers in the region make. photo by milka soko

By Jeff Horseman

jhorseman@scng.com

The average rank-and-file warehouse worker in the Inland Empire earns 75% of what other workers make in the region, according to a report that lauds what it calls “historic gains” those in the logistic industry made last year.

The report, “State of the Unions: California Labor in 2024,” includes a chapter on efforts in recent years to protect workers from extreme heat and to unionize employees at Amazon’s San Bernardino air hub.

“The IE appears to be growing with either high-paying or low-paying jobs, but there is no growth for middle-class jobs,” said David Mickey-Pabello, research director at UC Riverside’s Inland Empire Labor and Community Center, which wrote the chapter about warehouse workers in the report by UCLA’s Institute for Research on Labor and Employment.

“We generally believe that a more diverse economy would greatly benefit the area, as an over-reliance on logistics could expose us to the risks associated with that industry, for example, tariffs and automation,” Mickey-Pabello added in a news release about the report.

While logistics “plays a central role in the Inland Empire’s economy, (it) continues to leave its workers behind,” the report states.

In an emailed statement, Amazon spokesperson Eileen Hards said the company “strongly question(s) the validity and objectivity of the recently published report on Inland Empire warehouse workers because it relies heavily on data and citations from labor organizations with clear agendas, raising significant concerns about its accuracy and impartiality.”

According to the report, one in 15 Inland Empire workers is employed in warehousing. The average warehouse worker who’s not in management earns just under \$45,000 a year, with growth in non-management warehouse jobs outpacing jobs in other industries between 2014 and 2023, according to the report, which cited census data when referencing wages.

During that timeframe, the number of warehouse hand packers and packagers grew 125.8%, **but the average wage of that job — \$42,850 —** was the lowest in the logistics industry, the report added.

Latinos, who make up 42% of the Inland workforce, are 62% of warehouse workers, according to the report.

Researchers also recapped the showdown between the Teamsters and Amazon over the union's push to represent workers at the San Bernardino air hub, also known as KSBD.

Organizing workers "is necessary to support warehouse workers' ongoing efforts to gain union recognition, good contracts, and workplace safety," the report concluded.

In December, the Teamsters announced it represented more than 1,000 air hub workers. Amazon disputes this, saying the Teamsters have never been chosen in a National Labor Relations Board election to represent air hub employees and that the board hasn't ordered Amazon to bargain with the Teamsters.

"We respect our employees' right to choose whether or not to join a union, and the report's characterization of organizing efforts fails to acknowledge that the vast majority of our employees have consistently chosen direct relationships with Amazon," Hards said.

"The fact is, Amazon already offers what many unions are requesting: competitive pay, health benefits on day one, and opportunities for career growth. We look forward to working directly with our team to continue making Amazon a great place to work."

The report also praises a state board's January 2024 decision to fine Amazon \$14,000 for not doing enough to protect air hub workers from excessive heat. Amazon disputed the findings that led to the fine.

Amazon has said it trains workers on spotting and preventing heat illness and takes a number of steps to protect employees from excessive heat.

These include heat breaks for employees, providing heat-fighting apparel such as cooling sleeves, installing shade structures and misting fans on the air hub tarmac and policies to ensure air hub employees are never more than a minute away from water and that the air hub's indoor temperature doesn't exceed 72 degrees.

From: [George Hague](#)
To: [Angelica Frausto-Lupo](#)
Cc: [Community Development - Planning](#); [Planning Notices_DG](#); [Emily Elliott](#); [City Clerk](#); colbyc@moval.org
Subject: Oct 7th council meeting on adding another warehouse to the 35 approved waiting to be built.
Date: Wednesday, October 1, 2025 9:43:20 AM

Warning: External Email – Watch for Email Red Flags!

To Moreno Valley City Council,

Re: Moreno Valley Business Park Building 5 would be our 36th warehouse approved and waiting to be built

Please do not change the current commercial zoning to allow a 5 story tall warehouse in the Sprouts shopping center at a major intersection — SE Ironwood Ave/Heacock St

Moreno Valley's already 35 approved but not built warehouses will add more than 13,000 Daily Toxic Diesel Truck Trips — according to their own environmental documents.

Why add even more Diesel Trucks to our local roads and SR-60 — Both Heacock St and our section of SR-60 are already clogged.

Please Deny this warehouse on Tuesday October 7th,

Sincerely,

George Hague

The Following 35 warehouses are already approved and waiting to be built

#1 Approved - World Logistic Center (WLC) 40 million sq ft across several streets from many homes with ground broken in 2024/2025 for first warehouses' infra-structure.

This single project will be able to add at least 30 warehouses with each more than a million plus square feet & adding more than 12,000 Daily toxic Diesel Truck Trips to SR-60 and our local streets.

#2 Approved - Moreno Valley Business Center next to family homes in the Environmental Justice (EJ) Community of Edgemont

#3 Approved Compass Danbe Centerpointe - **two** warehouses

#4 Approved Cottonwood & Edgemont **twin** warehouses next to homes in the Environmental Justice (EJ) Community of Edgemont

From: [Jonathan Thompson](#)
To: [Colby Cataldi](#)
Subject: District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:07:58 AM

You don't often get email from jonathan.11112223333@gmail.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

To City Council , the redevelopment of the former Festival Center has been giant leap forward in revitalizing our community. Ever since I could remember this site has been a vacant hotspot for the homeless , but in recent years the progress has been abundantly clear.

The initial buildings at the business park facilitated the infrastructure needed for nearby retail stores to succeed. What has always been a rough area is becoming more and more inviting , as well as providing jobs for the community.

This next project is definitely what Moreno Valley needs , I respectfully request you move forward with this project.

From: [Selina Sherlin](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building #5
Date: Wednesday, October 1, 2025 9:05:53 AM

You don't often get email from selinakeikosherlin@gmail.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

Dear City Council Members,

My name is Selina Sherlin, and I am a resident of Moreno Valley. I am writing to express my support for the proposed redevelopment of the former Festival Center.

I believe revitalizing this site would bring positive change to our community by creating new economic opportunities, attracting businesses, and enhancing the overall appearance and functionality of the area. As a resident, I am encouraged by the potential for job creation, improved public spaces, and increased access to local services that this redevelopment could bring.

Thank you for your continued efforts to improve our city. I hope you will support this project for the benefit of the entire Moreno Valley community.

Blessings,

Selina Sherlin

From: [Abraham Flaiz](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley building 5
Date: Wednesday, October 1, 2025 9:13:21 AM

[You don't often get email from abrahamflaiz@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Warning: External Email – Watch for Email Red Flags!

To City Council,

The former festival center has been a great step forward for Moreno Valley. For a very long time the site has been empty and abused by homeless . But recently has made strides towards improving.

The initial building la at the business park provided lots of near by business's to succeed. A troublesome area is now safer and more productive. It has also made lots of new jobs for the local community.

Concerned resident.

From: [David Guerra](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley building 5
Date: Wednesday, October 1, 2025 9:09:00 AM

You don't often get email from davidg_006@hotmail.com. [Learn why this is important](#)

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To the city council,

I am a Union carpenter at Local 951. I am in favor of for the development of the former festival center as it will provide us Local work. We usually drive a lot daily and would be great if we can have something closer to Home so we can have more time with our families! Thank you for your time and have a great day!

From: [Jacob Tafolla](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:08:15 AM

You don't often get email from jacob.tafolla2001@gmail.com. [Learn why this is important](#)

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Good evening council,

As a Californian who has life long ties in the IE living in both Riverside and Moreno Valley In those ties. I wish for the redevelopment of the former Festival center to move forward. An area affected by the homeless epidemic , now seems/feels safer and inviting. On top of growing business, and work opportunity progress seems clearer then ever to move forward.

Thank you for your time,

Jacob Tafolla

From: [Brian Rios](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley building 5
Date: Wednesday, October 1, 2025 9:07:59 AM

You don't often get email from rios.brian111@gmail.com. [Learn why this is important](#)

Warning: External Email – Watch for Email Red Flags!

To city council,

The redevelopment of the former festival center has been a significant step forward for Moreno Valley. For decades the sight has been vacant and used by homeless, but over the last several years progress has been clear. I've noticed to that the traffic is not as bad as it was, and don't really see much gang violence

From: [Eddie Alcaraz](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley building 5
Date: Wednesday, October 1, 2025 9:07:57 AM

[You don't often get email from eddietooluxury@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hello my name is Eduardo Alcaraz I work for Karr construction out of local 951
We need more work close to home the closest work to home is 35-50 mins away when we have projects that can be ran by union carpenters .i wake up at 3:50 am leave by 4:20am to get to the job by 5 when I get off of work it's 3pm and I get home around 6 eat and sleep barely have time for my family.

From: [Mickael Delgado](#)
To: [Colby Cataldi](#)
Subject: The district moreno valley building 5
Date: Wednesday, October 1, 2025 9:07:26 AM

[You don't often get email from delgado.mickael@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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To city council,
My name is Mickael Delgado union carpenter and i support this cause

From: [Hector Lugo](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:06:53 AM

You don't often get email from hlugo2006@gmail.com. [Learn why this is important](#)

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To City Council,

The former Festival center and its redevelopment was and still is a very important step for Moreno Valley. There wasn't much there but lately over these past few years progress can be clear. All of the buildings have allowed all other retail businesses to flourish and the area is now appealing. Most of all though it has provided lots of jobs which I why I also want it to be for the carpenters so that we could all grow and thats including the city at the same time.

Sincerely-Hector Lugo
-Concerned resident

From: [David Torres](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:05:57 AM

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To the City Council,

The redevelopment of the former Festival Center represents a significant step forward for Moreno Valley. For decades, this site remained vacant and was often used by the homeless, but in recent years, meaningful progress has been made.

The initial development of the business park created a strong foundation that supported the growth of nearby retail, transforming a challenging area into one that is safer, more welcoming, and more vibrant. This redevelopment has also generated valuable job opportunities for the local community.

The next phase of this project presents another exciting opportunity for Moreno Valley, and we strongly support its continued progress.

Respectfully,

David Torres

Sent from my iPhone

Sent from my iPhone

From: [Kristoffer Provencio](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley building 5
Date: Wednesday, October 1, 2025 9:05:07 AM

You don't often get email from kristofferprovencio0@gmail.com. [Learn why this is important](#)

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To City Council,

The redevelopment of the former Festival Center has been a significant step forward for Moreno Valley. For decades the site has been vacant and used by homeless, but over the last several years progress has been clear.

As part of the carpentry union I'd like to email you and say I'd really like to work on this project especially as a Moreno Valley resident since I was born.

The initial buildings at the business park provided the base that allowed nearby retail to succeed. What has been a difficult area is now safer and more inviting. It has also provided a lot of jobs for the local community.

This next project is great for Moreno Valley. I hope that the carpentry union is able to get apart of this project love working in the city I grew up in and still apart.

From: [Abraham Flaiz](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley building 5
Date: Wednesday, October 1, 2025 9:13:21 AM

[You don't often get email from abrahamflaiz@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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To City Council,

The former festival center has been a great step forward for Moreno Valley. For a very long time the site has been empty and abused by homeless . But recently has made strides towards improving.

The initial building la at the business park provided lots of near by business's to succeed. A troublesome area is now safer and more productive. It has also made lots of new jobs for the local community.

Concerned resident.

From: [Daniel Navarrete](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:04:58 AM

[You don't often get email from navarretedan0524@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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To City Council,

As a resident of Moreno Valley for over 24 years, it is important to see growth in our community especially in areas which have been either vacant, vandalized, or neglected. I drive by this area frequently and it's great to see progress and growth.

Sent from my iPhone

From: [Daniel Flores](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:04:55 AM

You don't often get email from danielflores913@yahoo.com. [Learn why this is important](#)

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Dear Esteemed Members of the City Council,

My name is Daniel Flores, and I am a dedicated resident of Moreno Valley, California.

I am writing to convey my profound appreciation and enthusiastic support for the significant development project currently underway within our community. I have been closely observing its progress, and I am genuinely impressed by the vision and potential benefits it promises to bring to Moreno Valley.

This initiative represents a commendable effort toward enhancing our city's future, and I believe it will contribute positively to the overall well-being, economic vitality, and quality of life for all residents. I commend your commitment to fostering progress and innovation within our city.

Thank you for your dedicated service and thoughtful leadership.

Sincerely,

Daniel Flores

[Sent from Yahoo Mail for iPhone](#)

From: [Madik9](#)
To: [Colby Cataldi](#)
Subject: The district Moreno valley building 5
Date: Wednesday, October 1, 2025 9:04:29 AM

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The festival center has been good for the city, I feel the overall quality and safety has improved as well as local businesses are doing well.

From: [David Torres](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:03:48 AM

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To the City Council,

The redevelopment of the former Festival Center represents a significant step forward for Moreno Valley. For decades, this site remained vacant and was often used by the homeless, but in recent years, meaningful progress has been made.

The initial development of the business park created a strong foundation that supported the growth of nearby retail, transforming a challenging area into one that is safer, more welcoming, and more vibrant. This redevelopment has also generated valuable job opportunities for the local community.

The next phase of this project presents another exciting opportunity for Moreno Valley, and we strongly support its continued progress.

Respectfully,

David Torres

Sent from my iPhone

From: [Arturo Macias](#)
To: [Colby Cataldi](#)
Subject: The district Moreno Valley building 5
Date: Wednesday, October 1, 2025 9:03:09 AM

You don't often get email from macias.isaiah007@outlook.com. [Learn why this is important](#)

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Hi I am Isaiah and I support this project. It will bring lots of work for us carpenters and I think it will be a good thing for the community.

Get [Outlook for iOS](#)

From: [Shaun Noah](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:01:53 AM

You don't often get email from shaunjdnoah@proton.me. [Learn why this is important](#)

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To city council,

The redevelopment of the former festival center has been a Great Leap Forward for Moreno Valley. For as long as I can recall it has been vacant and a place where homeless congregated and made it an eye sore, but over the last few years I have noticed a big change.

The initial construction at the business park has started progress allowing nearby businesses to succeed. This also has opened up more job opportunities for local residents. This next project is great for further improving quality of life in Moreno Valley and I support the project absolutely.

Sent from [Proton Mail](#) for iOS

From: [Abraham Dominguez](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:00:03 AM

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The redevelopment of the former Festival Center has been a significant step forward for Moreno Valley. For decades the site has been vacant and used by homeless, but over the last several

years progress has been clear.

The initial buildings at the business park provided the base that allowed nearby retail to succeed. What has been a difficult area is now safer and more inviting, It has also provided a lot of jobs for the local community.

This next project is great for Moreno Valley.

From: [Charles Moore](#)
To: [Colby Cataldi](#)
Subject: The District Moreno Valley Building 5
Date: Wednesday, October 1, 2025 9:56:09 AM

You don't often get email from camoore0707@gmail.com. [Learn why this is important](#)

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To The City Council, My name is Charles Moore and I am a Local 951 Carpenters Union member. I am writing you in regards to the re-development of the former Festival Center Project. The buildings at the business park have not only provided a foundation for surrounding businesses to thrive and succeed, but have also made the area a safer environment. With that being said, I am in favor and support that the next project would be great for moreno valley. respectfully, Charles Moore

From: [Eddie Quezada](#)
To: [Colby Cataldi](#)
Subject: Letter of Community Support for Moreno Valley Business Park
Date: Wednesday, October 1, 2025 1:40:24 PM
Importance: High

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Planning Department
City of Moreno Valley
14177 Frederick St.
Moreno Valley, CA 92553
C/o Colby Cataldi - colbyca@moval.org

RE: Proposed Building 5 at Moreno Valley Business Park - PEN23-0063, PEN23-0042 and PEN24-0167

Dear City Council,

I have followed the changes at the former Festival Center with high interest. I shared a portion of my upbringing in Moreno Valley as did my family before me, and we have come to this shopping center for years, dating back to when the WSS nearby used to be a Red Lobster. I have also had family who were employees at several of the businesses in the center now known as The District Development. For many years, the property was in decline, and it affected the surrounding community in negative ways. The redevelopment that has been taking place has clearly reversed that trend and has restored our faith in this area of the city which has helped reduce homeless and vagrants and has increased the quality of national brands moving into the center and providing services for our community. The landlords dramatic investments in this center have completely set it apart from several other centers in town and the changes have been noticeable to anyone who spends time in this part of the city.

The first phase of the business park brought activity, improved safety, and encouraged retail to return.

For these reasons, I support approval of the current project and am hopeful you will overwhelmingly agree.

Best Regards,
Eddie Quezada

951-333-0208

From: [Rosanna Orsborn](#)
To: [Colby Cataldi](#)
Subject: Re: Support for Building 5 – The District Moreno Valley - PEN23-0063, PEN23-0042 and PEN24-0167
Date: Wednesday, October 1, 2025 2:56:38 PM
Attachments: [Planning Commission letter of support Rosanna.docx](#)

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Planning Department

City of Moreno Valley

14177 Frederick St.

Moreno Valley, CA 92553

c/o Colby Cataldi - colbyca@moval.org

Re: Support for Building 5 – The District Moreno Valley - PEN23-0063, PEN23-0042 and PEN24-0167

Dear City Council,

The redevelopment of the former Festival Center has been a significant step forward for Moreno Valley. For decades the site was vacant and deteriorating, but over the last several years progress has been clear.

The initial buildings at the business park provided the base that allowed nearby retail to succeed. What has been a difficult area is now safer and more inviting. It has also provided a tremendous amount of jobs for the local community.

This next phase will continue that progress. I respectfully encourage you to move the project forward.

Sincerely,

Rosanna M. Orsborn

619-253-9635

Rosanna.orsborn84@gmail.com

From: [Laura Lopez](#)
To: [Colby Cataldi](#)
Subject: Support for Building 5 – The District Moreno Valley - PEN23-0063, PEN23-0042 and PEN24-0167
Date: Wednesday, October 1, 2025 3:10:32 PM

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September 19, 2025

Planning Department

City of Moreno Valley

14177 Frederick St.

Moreno Valley, CA 92553

C/o Colby Cataldi -
colbyca@moval.org

Re: Support for Building 5 – The District Moreno Valley - PEN23-0063, PEN23-0042 and PEN24-0167

To City Council,

The redevelopment of the former Festival Center has been a significant step forward for Moreno Valley. For decades the site was vacant and deteriorating, but over the last several years the progress has been clear.

The initial buildings at the business park provided the base that allowed nearby retail to succeed. What has been a difficult area is now safer and more inviting. It has also provided a tremendous amount of jobs for the local community.

This next phase will continue that progress. I respectfully encourage you to move the project forward.

Sincerely,

Laura Lopez

323-951-348-0492

Laura.Lopez.82@icloud.com