

**Technical Appendix A**  
**Initial Study, Notice of Preparation, and Written Comments**  
**on the NOP**

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# CEQA Initial Study

Modular Logistics Center

Plot Plan PA13-0063

Lead Agency: City of Moreno Valley

City of Moreno Valley  
Planning Division  
P.O. Box 88005  
Moreno Valley, CA 92552  
3/25/2014

# **City of Moreno Valley**

## **California Environmental Quality Act (CEQA) Initial Study MODULAR LOGISTICS CENTER (Plot Plan PA13-0063)**

*Prepared by:*

City of Moreno Valley  
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Planning Division  
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March 25, 2014

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## **1.0 INTRODUCTION**

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# 1.0 INTRODUCTION

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## *1.1 Document Purpose and Scope*

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

This Initial Study (IS) assesses the potential of the proposed Modular Logistics Center project (the "Project") to impact the physical environment. The Project proposes to redevelop an underutilized 50.84 gross-acre property by the construction and operation of a logistics warehouse building containing 1,109,378 square feet of building area and 256 loading bays. The Project site is located within the boundaries of the Moreno Valley Industrial Area Plan (MVIAP) (Specific Plan (SP) 208) at the northeast corner of Modular Way and Perris Boulevard in the City of Moreno Valley, Riverside County, California.

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

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

## ***1.2 Potential Environmental Effects***

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

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Noise
- Transportation/Traffic
- Mandatory Findings of Significance

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

## ***1.3 Document Organization***

This IS includes the following sections:

- Section 1.0, Introduction, provides information about CEQA and its requirements for environmental review and explains that an EIR will be prepared by the City of Moreno Valley to evaluate the proposed Project's potential to impact the physical environment.
- Section 2.0, Project Description and Setting, provides information about the proposed Project's location and planning objectives and includes a description of the proposed Project's physical features and construction and operational characteristics.
- Section 3.0, Environmental Checklist, includes the Environmental Checklist and evaluates the proposed Project's potential to result in significant adverse effects to the physical environment.
- Section 4.0, References, provides reference information for all information sources consulted during the preparation of this IS.

## **2.0 PROJECT DESCRIPTION AND SETTING**

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## **2.0 PROJECT DESCRIPTION AND SETTING**

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### ***2.1 Project Overview***

The proposed Project involves the redevelopment of an underutilized 50.84 gross-acre property located in the City of Moreno Valley, Riverside County, California. Redevelopment of the property would involve the demolition of existing improvements and the construction and operation of a logistics warehouse building located at the northeast corner of Modular Way and Perris Boulevard. The Project Applicant is pursuing the Project on a speculative basis, meaning that the proposed building's future tenant(s) is not yet identified. Additional details regarding the Project's purpose, objectives, location, environmental setting, and design, operation, and construction characteristics are included in this section, below.

### ***2.2 Project Background***

The Project site was used for agricultural production from approximately the 1950s to 2000. In 2000, the City of Moreno Valley considered and approved PA00-0025 by administrative decision, which allowed the western approximately 38 acres of the Project site to be developed with an office building, manufacturing and warehouse building, outside storage areas, and water detention basin. This development was first occupied by Aurora Modular Industries (metal product manufacturing) and is currently occupied by Eldorado Stone (stone products sales, shipping and receiving). The eastern portion of the subject property (approximately 13 acres) was utilized for the storage of modular units and storage containers from approximately 2001/2002 until approximately 2006 and is currently vacant.

The Project site is located within the geographical limits of the Moreno Valley Industrial Area Plan (MVIAP) (Specific Plan (SP) 208). SP 208 was originally referred to as the Oleander Specific Plan when first approved by the City in 1989, but was renamed the MVIAP in 2001 after 40 acres of additional area was added to the Specific Plan boundaries, bringing the total land area within SP 208 to 1,540 acres. SP 208 was again amended in 2002, which consolidated the Business Park, Mixed Use, Light Industry, and Heavy Industry land use designations of the original Specific Plan with a single "Industrial" land use classification in order to increase flexibility in accommodating and attracting economic development opportunities (MVIAP, 2002). The pace of industrial development and economic activity in the SP 208 area was very slow until about 2007 when the warehouse distribution industry began to locate distribution warehouse facilities in this location. The MVIAP "Industrial" land use classification is applied to the 50.84 gross-acre Modular Logistics Center property, which is the subject of this IS.

The buildout of SP 208, including the Project site, was the subject of previous environmental review under CEQA as part of an EIR certified in 1989 (State Clearinghouse Number 1988080813), which is herein incorporated by reference and is available for public review at the City of Moreno Valley Community & Economic Development Department, Planning Division. In 2000, the City of Moreno Valley considered and approved PA00-0025 by administrative decision, which allowed the western portion of the Project site to be developed with an office building, manufacturing and warehouse building, outside storage areas, and water detention basin. The City of Moreno Valley prepared and

approved a Negative Declaration (ND) in compliance with CEQA for PA00-0025 (Moreno Valley, 2000). Subsequently, the City of Moreno Valley approved PA08-0096, which permitted the installation of concrete stone manufacturing equipment within the existing on-site warehouse, which was exempt from CEQA review.

This IS evaluates the potential environmental effects that could result from the implementation of a Plot Plan application (PA 13-0063) filed with the City of Moreno Valley, which proposes to redevelop the Project site by removing the existing uses and developing one (1) large logistics warehouse building on the property. Proposed PA 13-0063 was submitted to the City of Moreno Valley by the Project Applicant in November 2013, as described below in Subsection 2.5. The Project's proposed logistics warehouse building would contain 1,109,378 square feet of building area and 256 loading bays. The property also would include truck and passenger car parking areas, landscaping, walls and fencing, outdoor lighting and signage, infrastructure improvements, and two (2) water detention basins.

### **2.3 Project Location**

The City of Moreno Valley is located in the northwestern portion of Riverside County, California. The Project site is located in the southern portion of the City of Moreno Valley, approximately two (2) miles east of Interstate 215 (I-215) and approximately 4.7 miles south of State Route 60 (SR-60). Lake Perris is located approximately 1.25 miles to the southeast. Figure 2-1, *Regional Map*, depicts the location of the Project site in context to its regional setting. As shown on Figure 2-2, *Vicinity Map*, and Figure 2-3, *USGS Topographic Map*, the Project site includes 50.84 gross acres located north of Modular Way, south of Edwin Road, west of Kitching Street, and east of Perris Boulevard. All properties surrounding the Project site to the immediate north, south, east, and west are designated for industrial development pursuant to the City's General Plan and MVIAP.

The site lies within Section 32 of Township 3 South, Range 3 West and includes the following Assessor Parcel Numbers: 312-250-030, 312-250-031, 312-250-032, 312-250-036, 312-250-037, 312-250-038.

### **2.4 Environmental Setting and Surrounding Land Uses**

The Project site is positioned on a lowland north of the San Jacinto Mountains and south of the San Bernardino Mountains. The topography of the Project site is relatively flat with elevations ranging from approximately 1,457 feet above mean sea level to approximately 1,471 feet above mean sea level. The property's overall topographic relief is approximately 14 feet.

The eastern portion of the property (approximately 13 acres) is undeveloped land that was formerly used for the storage of modular units and storage containers. This vacant, eastern portion of the property receives routine maintenance for fire fuel management and weed abatement. The western portion of the site (approximately 38 acres) is developed and occupied by Eldorado Stone, a business that manufactures architectural stone products. Since Eldorado Stone has occupied the property, it has used the site for good sales, shipping, and receiving. Products are not manufactured on the Project site. The developed, western portion of the site contains a large warehouse facility, paved outdoor storage areas and parking lots, an office building, and a maintained detention basin surrounded by fencing.

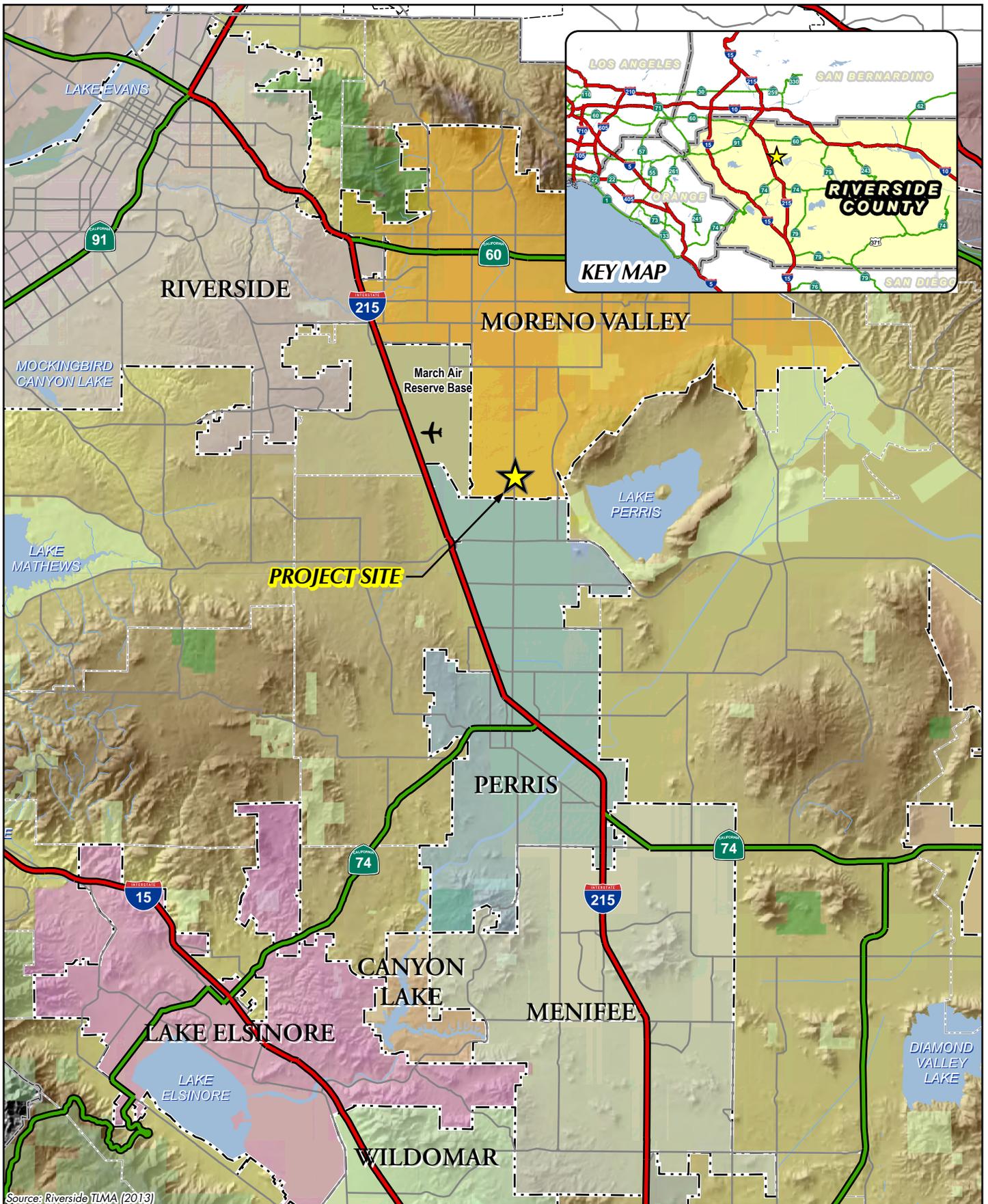
As shown on Figure 2-4, *Aerial Photograph*, and on Figure 2-5, *Surrounding Land Uses*, the Project site is located in a portion of the City of Moreno Valley that is developing as a center for distribution warehousing and light industrial land uses. Surrounding land uses include the following:

North: North of the Project site is Edwin Road and a property that is currently under construction to accommodate a large distribution warehouse building. As part of that construction process, Edwin Road is being extended to the west and will terminate in a cul-de-sac. To the north of the parcel under construction is the Perris Valley Storm Drain Channel, beyond which is single-family residential housing intermixed with residential-serving uses such as parks and schools. Four (4) school facilities are located within one (1) mile of the Project site. The nearest school facility is the El Portero Elementary School, located approximately 0.35-mile northeast of the Project site. Vista Verde Middle School is located approximately 0.75-mile northeast of the Project site on Krameria Avenue. In addition, Morning Dove Christian Academy is located approximately 0.66 mile north of the Project site and Mary McLeod Bethune Elementary School is located approximately 0.6-mile northeast of the Project site at the southwest corner of the intersection of Krameria Avenue and Kitching Street.

South: Immediately to the south of the Project site is Modular Way, south of which is a distribution warehouse building currently occupied by Walgreens. Further south are additional distribution warehouse buildings, including but not limited to buildings currently occupied by Ross and Home Depot. Vacant lands located to the south are designated for future industrial development.

West: Perris Boulevard abuts the Project site to the west. West of Perris Boulevard are a collection of warehouse distribution buildings (including but not limited to buildings currently occupied by Harbor Freight Tools and O'Reilly Auto Parts), truck trailer parking yards, and small parcels that are either undeveloped or contain small commercial, industrial, or manufacturing structures mixed with some non-conforming residential land uses.

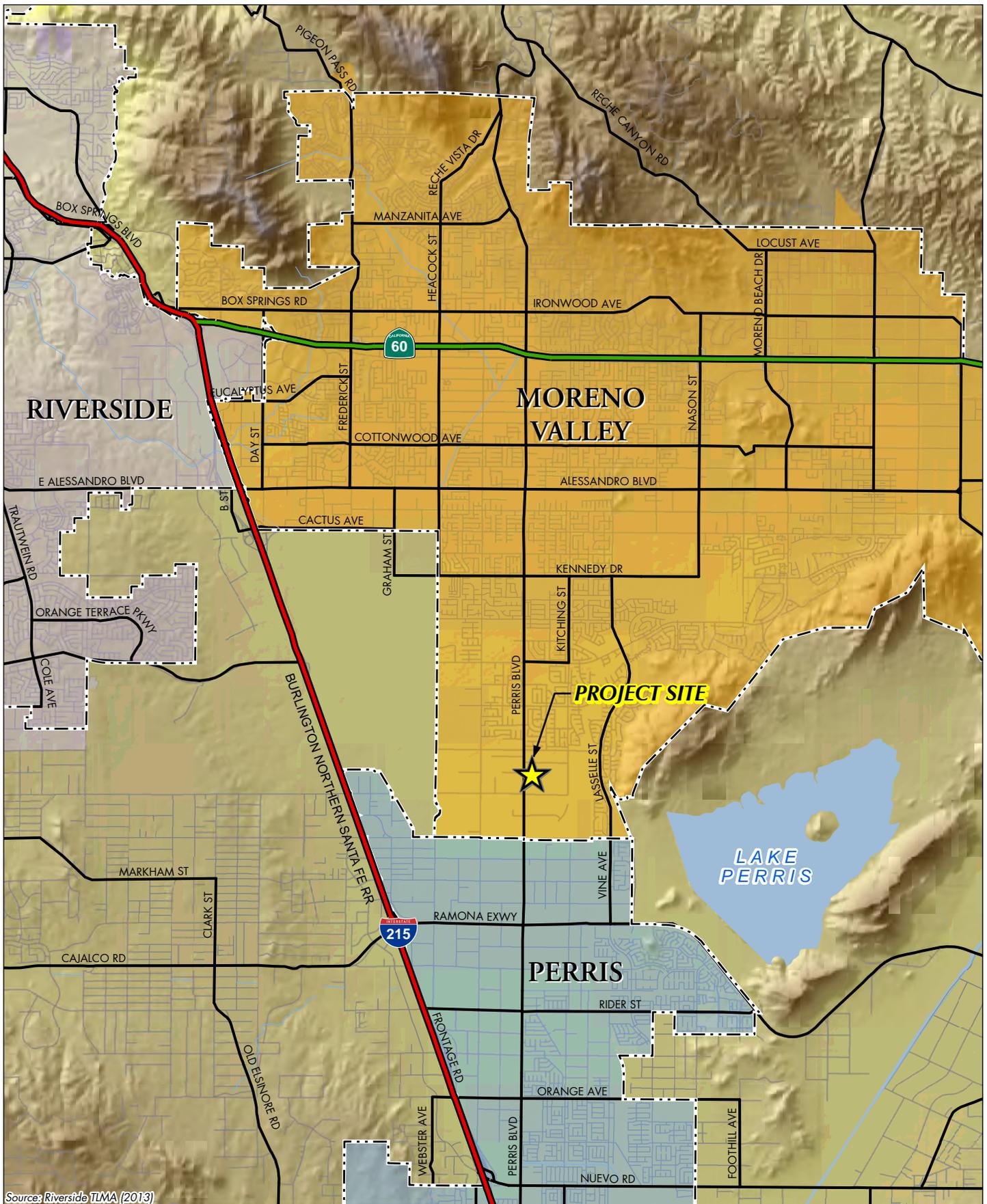
East: To the east of the Project site is Kitching Street and the Moreno Valley Regional Water Reclamation Facility, a wastewater treatment facility operated by the Eastern Municipal Water District (EMWD). Lake Perris is located approximately 1.2 miles to the east of the Project site.



Source: Riverside TLMA (2013)



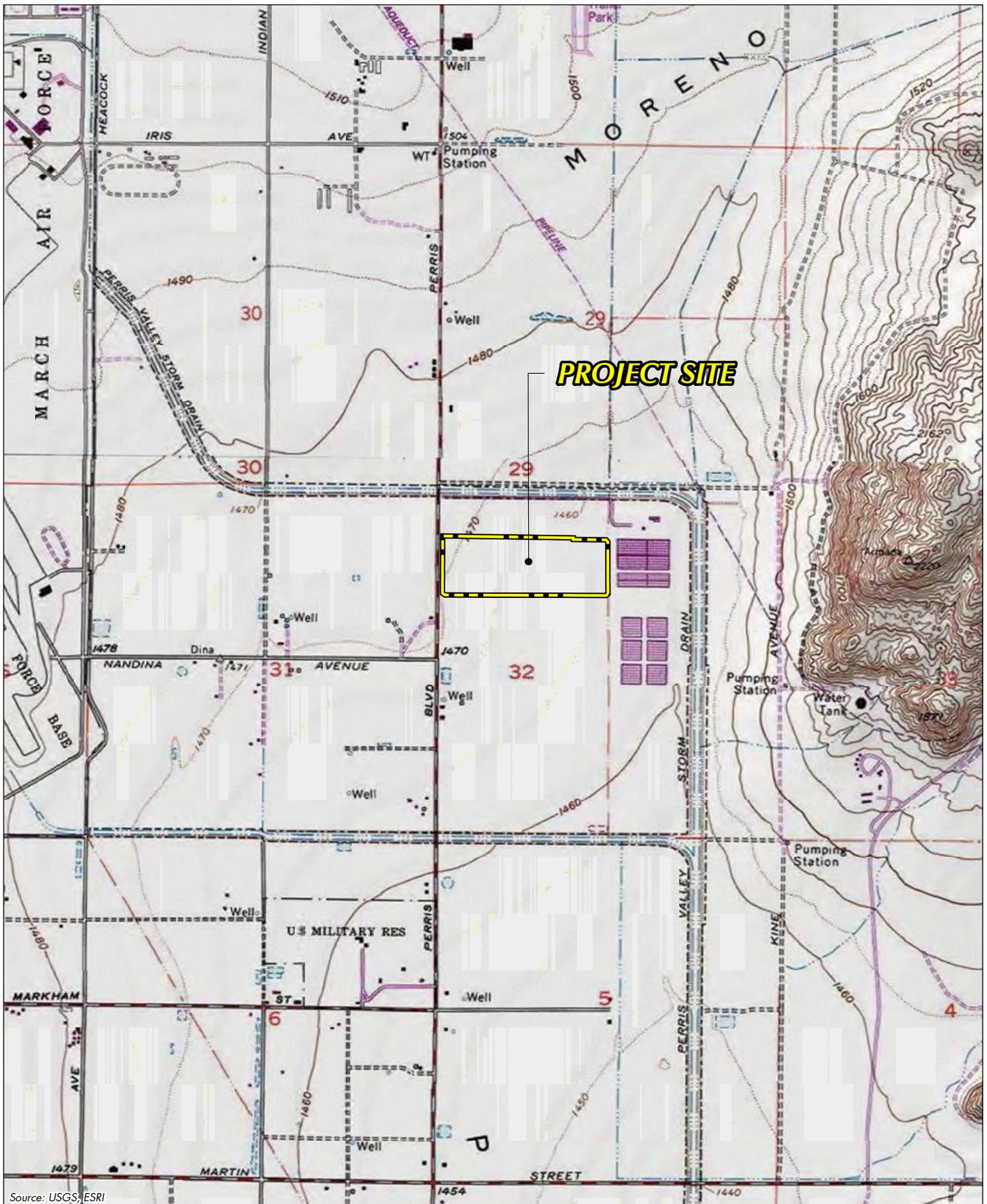
Figure 2-1  
REGIONAL MAP



Source: Riverside TLMA (2013)



Figure 2-2  
VICINITY MAP



Source: USGS/ESRI

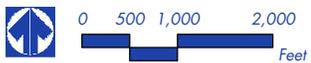


Figure 2-3

USGS TOPOGRAPHIC MAP



Source: Riverside TLMA (2013), Google Earth (2013)



Figure 2-4  
AERIAL PHOTOGRAPH

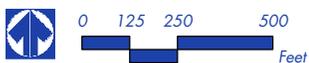
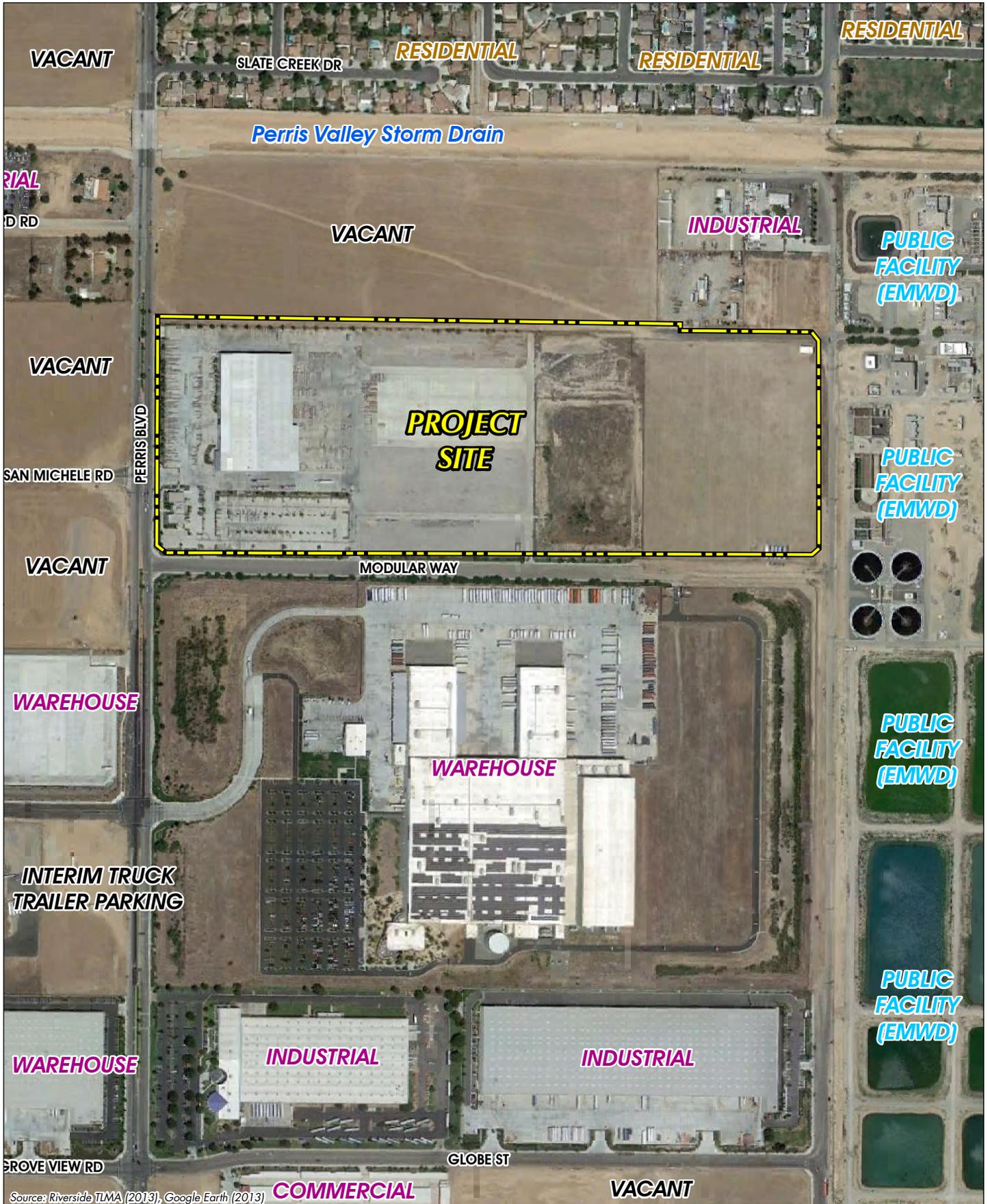


Figure 2-5  
SURROUNDING LAND USES

## **2.5 Description of the Proposed Project**

The proposed Project consists of an application for a Plot Plan (PA13-0063) to construct and operate one (1) large logistics warehouse building with 256 loading bays on the subject property. No other discretionary actions are required on the part of the City of Moreno Valley to approve the Project; nonetheless, this IS covers any and all other discretionary and administrative approvals that may be required of the City of Moreno Valley or other governmental agencies to fully implement the proposed Project. Provided below is a description of the Plot Plan application.

### **2.5.1 Plot Plan PA13-0063**

The Project Applicant proposes to construct and operate one (1) logistics warehouse building on the Project site to implement the “Industrial” land use designation applied to the property and surrounding area by the MVIAP. The proposed building would cover a total surface area of 1,109,378 square feet, with approximately 1,089,378 square feet of warehouse space, 20,000 square feet of office space, and 256 loading bays. The proposed building would be constructed to a height of approximately 42 feet above finished grade, with architectural projections reaching a height of up to 47 feet above finished grade. Exterior materials are planned to include concrete tilt-up panels and blue reflective glass. The exterior architectural color palette is designed to include various shades of gray, white, and blue, and the building would include decorative elements such as white anodized mullions and white metal canopies. The floor area ratio (FAR) achieved by the proposed Project would be approximately 0.50. At the time this IS was prepared, the future tenant(s) of the proposed Project’s building is unknown. The building is designed to accommodate a warehouse distribution, e-logistics, fulfillment center, or light-industrial operator(s) and may be partitioned for multiple tenant use.

As shown on Figure 2-6, *Plot Plan PA13-0063*, areas to be utilized as office spaces would be located at all four (4) corners of the building. A total of 128 loading bays are proposed on the north side of the building and 128 loading bays are proposed on the south side of the building. Eight (8) driveways would provide access to the site. Two (2) driveways would take access from Perris Boulevard, three (3) driveways would take access from Modular Way, one (1) driveway would take access from Kitching Street, and two (2) driveways would take access from Edwin Road. Some of the access points may be gated and, where gates are provided, all gates would be equipped with Knox® padlocks to allow emergency vehicle access. At Perris Boulevard, the southern driveway has the option to be restricted for use by passenger vehicles only or be fully accessible for use by passenger vehicles and trucks. All other driveways may be used by both passenger cars and trucks.

The Plot Plan also identifies areas of the site that are proposed to contain fencing and screen walls. Solid concrete walls would be installed on the southern and northern portions of the proposed warehouse building to screen loading docks and trailer parking areas from public view. The screen walls on the north side of the building would be located at the northwestern and northeastern corners of the building and would face Perris Boulevard and Kitching Street, respectively. On the south side of the building, screen walls would be constructed at the southwestern and southeastern corners of the building (facing Perris Boulevard and Kitching Street, respectively) and along the site’s frontage with Modular Way. The concrete screen walls would be approximately 14-foot tall and constructed with a finish and color that complements the color palette for the proposed warehouse building. A chain-link

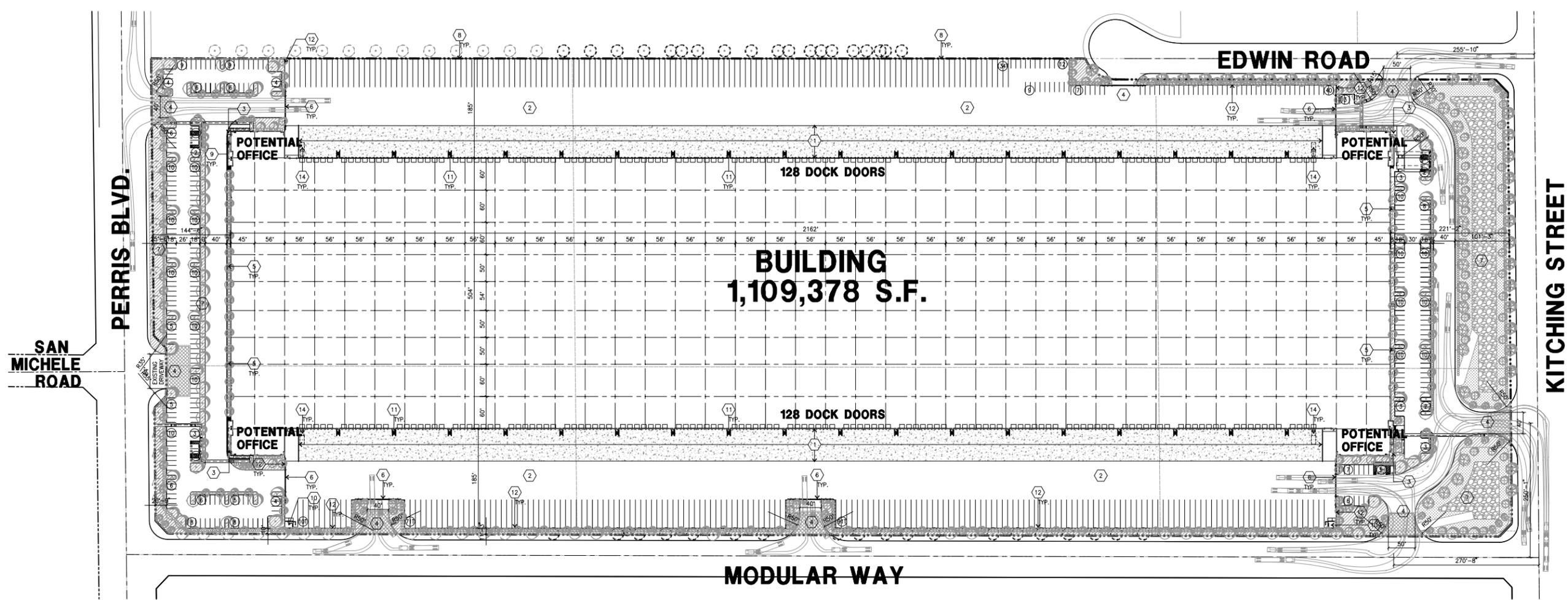
metal fence is proposed along a portion of the northern property boundary (in the trailer parking area) and would not be visible from public viewing areas.

A conceptual landscape plan accompanies the proposed Plot Plan application and is depicted on Figure 2-7, *Conceptual Landscape Plan*. Existing landscaping along Perris Boulevard and Modular Way would be retained as feasible. Trees, shrubs, and groundcovers would be planted along street frontages with Kitching Street and Edwin Road. Landscaping also would occur at building entries, in and around automobile parking areas, in and around the site's water quality/detention basins, and along proposed screen walls.

In addition to the primary building site plan depicted on Figure 2-6 and described on the preceding pages, the proposed Plot Plan application contains one (1) alternate site plan. The alternate site plan would not alter the proposed building area for the Project, but would accommodate less trailer parking spaces and more passenger vehicle parking spaces if required by the tenant that would eventually occupy the structure.

To construct the Project, approximately 108,400 cubic yards of cut and 88,200 cubic yards of fill would be required as part of the grading operation. Based on expected shrinkage of on-site soils, the proposed Plot Plan indicates that up to 26,000 cubic yards of imported soils would be required during proposed earthwork and grading activities. The borrow site has not yet been identified, but is expected to be within a 20-mile radius of the Project site and a property that is approved for earth disturbance and export. When grading is complete, the Project site would have a slight, west-to-east slope; the highest point of the site would be approximately 1,471 feet above mean sea level at the northwest corner of the site and the property would slope downward to an elevation of approximately 1,464 feet above mean sea level in the southwest corner of the site.

Off-site improvements necessary to implement the proposed Project would include improvements to roadway rights of way abutting the Project site including: Perris Boulevard, Modular Way, Kitching Street, and Edwin Road. Improvements would be consistent with City of Moreno Valley roadway standards. Connection points for water and wastewater are available via existing utility lines located beneath Perris Boulevard. A connection point for stormwater drainage is available via a storm drain line (currently being installed by others) beneath Kitching Street that is anticipated to be operational before Project occupancy. Additional off-site improvements may be identified during the course of the environmental analysis and will be documented in the required EIR.



OVERALL SITE PLAN A  
scale: 1"=80'-0"

**TABULATION**

<b>SITE AREA</b>	
in s.f.	2,207,410 s.f.
in acres	50.68 ac
<b>BUILDING AREA</b>	
office	20,000 s.f.
w warehouse	1,089,378 s.f.
TOTAL	1,109,378 s.f.
<b>COVERAGE</b>	50.3%
<b>PARKING REQUIRED</b>	
office @ 1/250 s.f.	80 stalls
1st. 20k @ 1/1,000 s.f.	20 stalls
2nd. 20k @ 1/2,000 s.f.	10 stalls
above 40k @ 1/4,000 s.f.	263 stalls
TOTAL	373 stalls
<b>TRAILER PARKING REQUIRED</b>	
1/1 Door Ratio	256 stalls
<b>PARKING PROVIDED</b>	
standard (9'x18')	361 stalls
handicap (9'x18')	12 stalls
trailers (12'x53')	306 stalls
TOTAL	679 stalls

**AERIAL MAP**



**SITE PLAN KEYNOTES**

- 1 HEAVY BROOM FINISH CONC. PAVEMENT.
- 2 ASPHALT CONCRETE (AC) PAVING
- 3 CONCRETE WALKWAY
- 4 DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
- 5 8"-6"x5"-6"x4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAIN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" : 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
- 6 PROVIDE 8" H METAL TUBULAR MANUALLY OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
- 7 LANDSCAPE. SEE "L" DWG.
- 8 CHAINLINK FENCE
- 9 CONCRETE RAMP TO THE BUILDING.
- 10 TRASH ENCLOSURE
- 11 EXTERIOR CONC. STAR.
- 12 14" CONCRETE TILT-UP SCREEN WALL.
- 13 APPROXIMATE LOCATION OF ELECTRICAL TRANSFORMER.
- 14 TRASH COMPACTOR N.I.C.
- 15 PUMP HOUSE
- 16 MONUMENT SIGN

**PROJECT INFORMATION**

**Owner / Applicant**  
KEARNY MODULAR WAY LLC  
1900 AVENUE OF THE STARS-SITE.#320  
LOS ANGELES, CA 90067  
TEL: (310) 203-1847  
CONTACT: JASON ROSIN

**A.P.N.**  
312-250-030  
312-250-031  
312-250-032  
312-250-036  
312-250-037  
312-250-038

**Zoning:**  
EXISTING LAND USE: WAREHOUSE  
PROPOSED LAND USE: INDUSTRIAL  
EXISTING ZONING: INDUSTRIAL SP  
PROPOSED ZONING: INDUSTRIAL SP

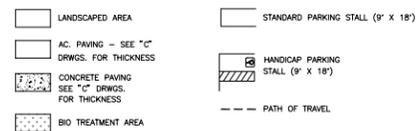
**Civil Engineer**  
ALBERT A. WEBB ASSOCIATES  
3728 MCCRAY STREET  
RIVERSIDE, CA 92506  
TEL: (951) 686-1070  
FAX: (951) 788-1256  
CONTACT: ROBERT BERENDT

**Landscape Architect**  
SPLA INC.  
P.O. BOX 2157  
LAKE ARROWHEAD, CA 92352  
TEL: (909) 337-9895  
CONTACT: SCOTT PETERSON

**SITE PLAN GENERAL NOTES**

1. THE SOILS REPORT PREPARED BY \_\_\_\_\_
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL. FACE OF CONCRETE CURB OR GRID LINE UNL.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES. DETAILS ON SHEET AD.1 ARE MINIMUM STANDARDS.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM. PRIOR TO INSTALLATION & AT LEAST 60 DAYS BEFORE BLDG. COMPLETION.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 8' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12" EA. WAY W/ 1:20 MAX. SLOPE. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". SEE "C" DRAWINGS FOR FINISH.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
16. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT
17. FRONT OFFICE MAY BE USED BY A TENANT DIFFERENT THAN THE PROPOSED REAR BUILDING.
18. 2 FOOT CANDLE AVERAGE AT OFFICE PARKING AND 1 FOOT CANDLE AVERAGE AT TRUCK YARD.

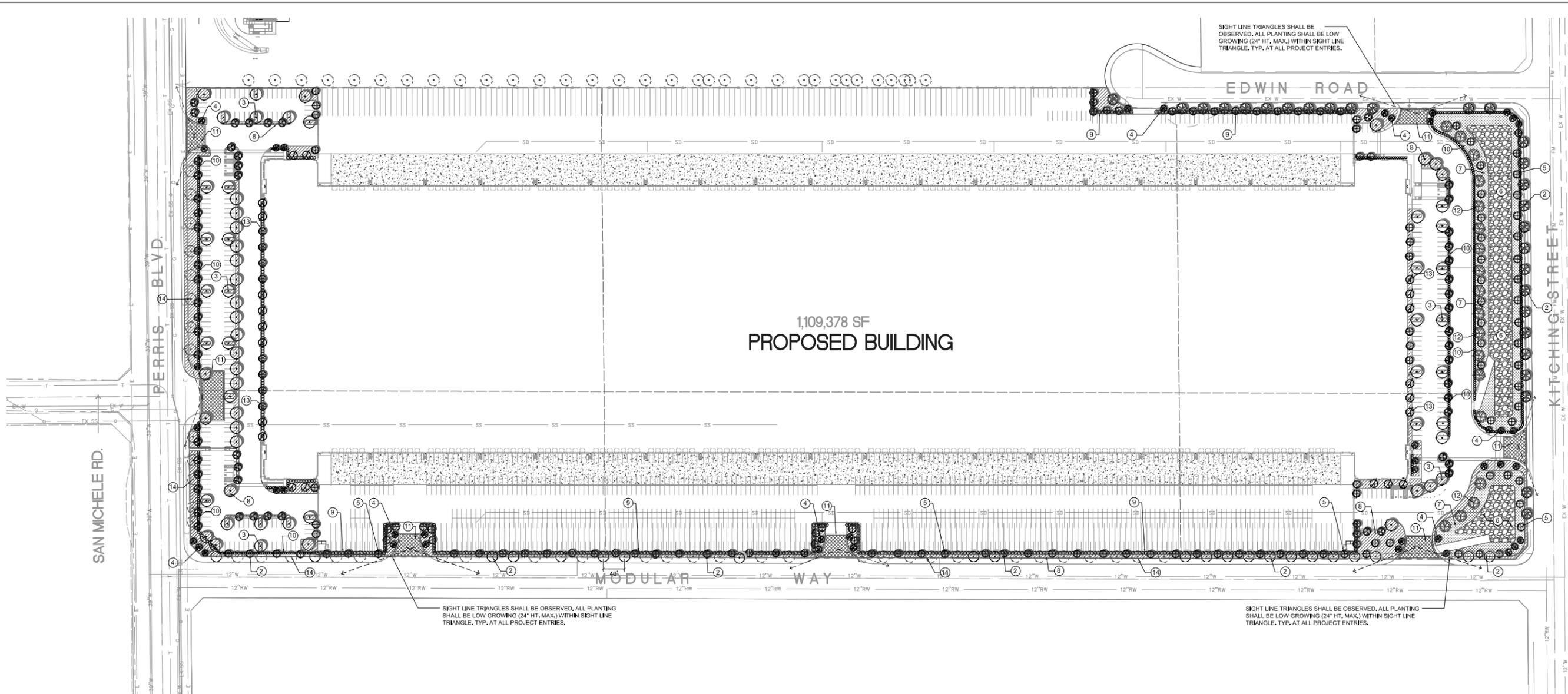
**SITE LEGEND**



Source: Albert A. Webb Associates (10-31-13)



Figure 2-6  
PLOT PLAN PA13-0063



SIGHT LINE TRIANGLES SHALL BE OBSERVED, ALL PLANTING SHALL BE LOW GROWING (24" HT. MAX.) WITHIN SIGHT LINE TRIANGLE, TYP. AT ALL PROJECT ENTRIES.

1,109,378 SF  
PROPOSED BUILDING

SIGHT LINE TRIANGLES SHALL BE OBSERVED, ALL PLANTING SHALL BE LOW GROWING (24" HT. MAX.) WITHIN SIGHT LINE TRIANGLE, TYP. AT ALL PROJECT ENTRIES.

SIGHT LINE TRIANGLES SHALL BE OBSERVED, ALL PLANTING SHALL BE LOW GROWING (24" HT. MAX.) WITHIN SIGHT LINE TRIANGLE, TYP. AT ALL PROJECT ENTRIES.

**PLANTING LEGEND**

PROPOSED TREES	QTY.	PLANT FACTOR
NEW STREET TREE ALONG KITCHING STREET PLATANUS ACERIFOLIA 'BLOODGOOD', LONDON PLANE TREE 24" BOX SIZE	28	M
PARKING LOT SHADE TREE PROSOPIS CHILENSIS, CHILEAN MESQUITE (THORNLESS) 24" BOX SIZE	83	L
NEW FLOWERING ACCENT TREE SUCH AS CERCIDIUM 'DESERT MUSEUM', BLUE PALO VERDE VAR. 36" BOX SIZE	43	L
SUPPLEMENTAL STREET TREE ALONG MODULAR WAY KOELREUTERIA BIPINNATA, CHINESE FLAME TREE 24" BOX SIZE	22	L
VERTICAL PARKING LOT SHADE TREE GEMERA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE	55	L

PROPOSED SHRUBS	QTY.	P.F.
VERTICAL GROWING EVERGREEN TREE BRACHYCHITON POPULNEUS, BOTTLE TREE 24" BOX SIZE	21	L
DEEP ROOTING TREE AT BIOSWALE AND BASIN SLOPES PLATANUS RACEMOSA, CA, SYCAMORE 15 GAL. SIZE	15	L
EVERGREEN SCREEN TREE SUCH AS PINUS ELDERICA, AFGHAN PINE 24" BOX SIZE	139	M
DETENTION BASIN AND BIOSWALE BOTTOM SHALL RECEIVE A COBBLESTONE/ RIVER ROCK TREATMENT, 4-8" DIA. SIZE.		M
DETENTION BASIN AND BIOSWALE SLOPES SHALL RECEIVE A HYDROSEED MIX CONSISTING OF NATIVE GRASSES, REEDS AND OTHER PLANTS TOLERANT SEASONAL WATER INUNDATION		M

PROPOSED SHRUBS	QTY.	P.F.
THE FOLLOWING IS A SHORT LIST OF PROPOSED DROUGHT TOLERANT SHRUBS:		
ELAAGNUS PUNGENS, SILVERBERRY 5 GAL. SIZE		L
LEUCOPHYLLUM TEXANUM, TEXAS RANGER 5 GAL. SIZE		L
DODONEA VISCOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE		L
RHAPHOLEPIS 'PINK LADY', INDIAN HAWTHORNE 5 GAL. SIZE		M
ROSMARINUS 'TUSCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE		L
RHAPHOLEPIS 'CLARA', INDIAN HAWTHORNE 5 GAL. SIZE		M
CASSIA AUSTRALIS, SENNA 5 GAL. SIZE		L

GROUND COVER AND SHRUB MASSES	P.F.
THE FOLLOWING IS A SHORT LIST OF PROPOSED DROUGHT TOLERANT GROUND COVERS AND GRASSES THAT WILL BE PROPOSED THROUGHOUT THE PROJECT:	
LANTANA MONTEVIDENSIS 'GOLD RUSH', YELLOW LANTANA 1 GAL. SIZE @ 30" O.C.	L
MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 36" O.C.	L
BACCHARIS 'PILULARIS', DWARF COYOTE BUSH 1 GAL. SIZE @ 36" O.C.	L
ROSMARINUS PROSTRATUS, CREEPING ROSEMARY FROM FLATS @ 12" O.C.	L
SALVIA GREGGII, AUTUMN SAGE 1 GAL. @ 36" O.C.	L
SALVIA LEUCOPHYLLUM, MEX. BUSH SAGE 5 GAL. SIZE @ 42" O.C.	L

**DESIGN KEY NOTES:**

- NEW CONC. SIDEWALK
- NEW STREET TREE PER PLANTING LEGEND.
- NEW PARKING LOT SHADE TREE.
- FLOWERING ACCENT TREES PER LEGEND.
- EVERGREEN SCREEN TREE PER LEGEND.
- RIVER ROCK COBBLESTONE AT BOTTOM OF DETENTION BASINS FOR EROSION CONTROL.
- HYDROSEED GRASSES AND NATIVE VEGETATION AT DETENTION BASIN, PLANT TYPES SHALL BE TOLERANT OF SEASONAL WATER INUNDATION.
- GROUND COVERS PER LEGEND.
- FOUNDATION SCREEN SHRUBS ALONG ARCHITECTURAL SCREEN WALL, APPROX. (6'-0" O.C.)
- TYP. SCREEN / BARRIER SHRUB HEDGE (48" O.C. SPACING)
- ENHANCED VEHICULAR PAVING AT ENTRY DRIVE, COLORED CONC. WITH SCORE-LINE GRID PATTERN WITH 24" WD. CONC. PERIMETER BAND.
- DEEP ROOTING TREE ALONG PERIMETER OF DETENTION BASIN AREA.
- VERTICAL GROWING TREE ADJACENT TO BUILDING.
- EXISTING STREET TREES SHALL REMAIN UNLESS OTHERWISE NOTED ON PLAN.

**WUCOLS PLANT FACTOR**

THIS PROJECT IS LOCATED IN 'WUCOLS' REGION '4-SOUTH INLAND VALLEY'.  
H = HIGH WATER NEEDS  
M = MODERATE WATER NEEDS  
L = LOW WATER NEEDS  
VL = VERY LOW WATER NEEDS

**IRRIGATION NOTES:**

THE PROJECT WILL BE EQUIPPED WITH A LOW FLOW IRRIGATION SYSTEM CONSISTING OF ET WEATHER BASED CONTROLLERS, LOW FLOW RP ROTOR, BUBBLER AND/ OR DRIP SYSTEMS USED THROUGHOUT. THE IRRIGATION WATER EFFICIENCY WILL MEET OR SURPASS THE CURRENT STATED MANDATED AB-1881 WATER ORDINANCE.

**CONCEPTUAL LANDSCAPE PLAN**

**Modular Logistics Center**

Source: HPA Architects (10-31-13)



Figure 2-7  
CONCEPTUAL LANDSCAPE PLAN

## **2.6 Existing General Plan Designation and Zoning**

The Project area is designated “Business Park/Light Industrial (BP)” by the City of Moreno Valley General Plan. The BP designation allows for light industrial land uses that can meet high performance standards. Uses typical to the BP designation generally include but are not limited to research and development, light manufacturing, warehousing and distribution, and multi-tenant industrial uses.

In addition to the General Plan, the Project site is subject to the MVIAP. The MVIAP includes specific zoning designations and standards for development within its geographical boundaries and applies an “Industrial (I)” designation to the Project site. The Specific Plan applies the I zoning designation to the Project site. The I zone permits a wide range of industrial and industrial/business related support uses, including light manufacturing and storage and distribution facilities.

## **2.7 Discretionary Actions**

This IS addresses the potential environmental effects of the proposed Modular Logistics Center project, including all of the associated discretionary actions and approvals required to implement the Project, as well as all subsequent construction and operational activities. As part of the proposed Project, the City of Moreno Valley will consider approval of Plot Plan PA13-0063, as described above in Subsection 2.5. Additionally, permits and approvals may be required from other public entities, including, but not limited to, the Santa Ana Regional Water Quality Control Board, the Riverside County Flood Control and Water Conservation District, and Eastern Municipal Water District.

### **3.0 ENVIRONMENTAL CHECKLIST AND ANALYSIS**



**INITIAL STUDY/  
ENVIRONMENTAL CHECKLIST FORM  
CITY OF MORENO VALLEY**

1. **Project Title:** Modular Logistics Center (Plot Plan PA13-0063)
2. **Lead Agency Name and Address:** City of Moreno Valley, Community & Economic Development Department, Planning Division, 14177 Frederick Street, Moreno Valley, CA 92552
3. **Contact Person and Phone Number:** Claudia Manrique, Associate Planner; City of Moreno Valley; P.O. Box 88005; Moreno Valley, CA 92552-0805
4. **Project Location:** North of Modular Way, south of Edwin Road, east of Perris Boulevard, and west of Kitching Street. (APNs 312-250-030, 312-250-031, 312-250-032, 312-250-036, 312-250-037, 312-250-038.)
5. **Project Sponsor's Name and Address:** Kearny Modular Way, LLC c/o Kearny Real Estate Company, 1900 Avenue of the Stars, Suite 320, Los Angeles, CA 90067; Attn: Jason Rosin
6. **General Plan Designation:** Business Park/Light Industrial (BP)
7. **Zoning:** Industrial (Specific Plan 208)
8. **Description of the Project:** Refer to Section 2.0 of this Initial Study.
9. **Surrounding Land Uses and Setting:** The Project site is located in a portion of the City of Moreno Valley that is developing as a center for distribution warehousing and light industrial land uses. All properties surrounding the Project site are designated for industrial development pursuant to the City's General Plan and Moreno Valley Industrial Area Plan (MVIAP). A large distribution warehouse building is under construction to the immediate north of the Project site. North of that parcel is the Perris Valley Storm Drain Channel, beyond which is single-family residential housing intermixed with residential-serving uses such as parks and schools. South of the Project site is Modular Way and a distribution warehouse building occupied by Walgreens. Perris Boulevard abuts the Project site to the west. West of Perris Boulevard are a collection of warehouse distribution buildings (including but not limited to buildings occupied by Harbor Freight Tools and O'Reilly Auto Parts), truck trailer parking yards, and small parcels that are either undeveloped or contain commercial, industrial, or manufacturing structures mixed with some non-conforming residential land uses. To the east of the Project site is Kitching Street and the Moreno Valley Regional Water Reclamation Facility, a wastewater treatment facility operated by the Eastern Municipal Water District (EMWD). Lake Perris is located approximately 1.2 mile to the east.
10. **Other public agencies whose approval is required:** Santa Ana Regional Water Quality Control Board (Water Quality Certification), Riverside County Flood Control and Water Conservation District (Water Quality Management Permit and storm drain design), and Eastern Municipal Water District (domestic water and sewer system design).

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

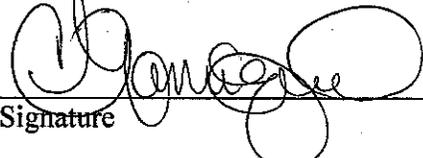
The environmental factors checked below ( ■ ) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

**DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.	■
I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or <b>NEGATIVE DECLARATION</b> pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	


3/12/14  
 Signature Date

Claudia Manrique, Associate Planner  
 Printed Name For

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (d). In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where they are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - (c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. AESTHETICS.** Would the project:

a) Have a substantial adverse effect on a scenic vista?			■	
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan Figure 7-2, Major Scenic Resources; On-site Inspection (2013))*

The Project site is located within the City of Moreno Valley, which lies within a relatively flat valley floor surrounded by rugged hills and mountains. Scenic vistas within Moreno Valley are defined by the Box Springs Mountains and Reche Canyon area to the north, the “Badlands” to the east, and Mount Russell to the south. According to General Plan Figure 7-2, *Major Scenic Resources*, the Project site, which is located in the southwestern portion of the City, is located approximately 0.7-mile west of the Mount Russell foothills. The City’s General Plan identifies scenic views to Mount Russell as being from the north, generally east of Nason Street and south of Cactus Avenue. The Project site is not located in this scenic viewshed of Mount Russell and is not located within an identified view corridor or along an identified scenic route. Therefore, the proposed Project would have a less than significant impact on a scenic vista, and no further analysis is required on this subject.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				■
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*(Source: California Scenic Highway Program (Caltrans); City of Moreno Valley General Plan Conservation Element; City of Moreno Valley General Plan Figure 7-2, Major Scenic Resources; Google Earth; On-site Inspection (2013))*

The Project site is not located within or adjacent to a scenic highway corridor and does not contain scenic resources, such as trees of scenic value, rock outcroppings, or historic buildings. Furthermore, there are no State-designated or eligible scenic highways within the City of Moreno Valley (Caltrans). The Project site is located approximately 5.5 miles north of Highway 74, which is the only facility within the Project vicinity that is designated as a State-eligible scenic highway. Additionally, the Project site is located approximately 4.7 miles south of State Route 60, which the City of Moreno Valley General Plan Figure 7-2 identifies as a “Scenic Route.” The Project’s proposed development features (one building with associated parking lots, truck yards, water detention basins, landscaping, etc.) would not be visible from Highway 74 or State Route 60 due to intervening development and distance. Because the Project site is not visible from a state scenic highway and contains no scenic resources, the proposed Project would not adversely impact the viewshed within a designated or eligible scenic highway corridor and would not damage important scenic resources within a scenic highway corridor, including trees, rock outcroppings, and historic buildings. No impact would occur, and no further analysis is required on this subject.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	■			
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*(Source: Project Application Materials, On-site Inspection (2013))*

Implementation of the proposed Project would result in the visual conversion of the site from land that is partially developed with office and industrial uses to that of a fully developed site containing one large logistics warehouse building and supporting features (parking lots, truck yards, landscaping, water detention basins, etc.). The Project site is located in a portion of the City of Moreno Valley that is developing as a center for distribution warehousing and light industrial land uses. Under existing conditions, the Project site is surrounded by a mixture of industrial warehouse buildings, commercial uses, the Moreno Valley Regional Water Reclamation Facility, and a few undeveloped and underutilized parcels that are designated by the MVIAP for future industrial development.

Although the visual character of the site’s surroundings is dominated by warehouse buildings, a wastewater treatment plant, and undeveloped and underutilized properties designated for future industrial development, Project implementation would nonetheless change the site’s existing visual character by replacing the property’s existing uses (Eldorado Stone facility and vacant land formerly used for storage of modular units and storage containers) with a new 1,109,378 s.f. logistics warehouse building and associated improvements. Although the Project’s Plot Plan proposes to incorporate architectural features that would help ensure that the building would not be visually offensive, and despite the fact that the proposed building would be compatible with the size, scale, height, and

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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aesthetic qualities of other industrial warehouse buildings constructed in the area, a detailed evaluation of the proposed Project’s potential to degrade the existing visual character or quality of the property or its surroundings is warranted. The Project’s potential for resulting in visually significant impacts shall be evaluated in the required EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			■	
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*(Source: Project Application Materials; Moreno Valley Industrial Area Plan (2002); Moreno Valley Municipal Code)*

The installation of exterior lighting would occur ancillary to the proposed logistics warehouse building. All exterior lighting would be required to comply with City lighting requirements. The MVIAP includes standards for lighting of properties within the MVIAP’s boundaries as follows: “Exterior light fixtures shall be designed and placed so as not to provide light spillage on adjacent properties or public rights-of-way” (City of Moreno Valley 2002). In addition, the City of Moreno Valley Municipal Code addresses light and glare, and requires the following: “All outdoor lighting associated with nonresidential uses shall be fully shielded and directed away from surrounding residential uses. Such lighting shall not exceed one-quarter foot-candle minimum maintained lighting measured from within five feet of any property line, and shall not blink, flash, oscillate, or be of unusually high intensity or brightness” (§9.08.100, City of Moreno Valley n.d.). Furthermore, the City of Moreno Valley Municipal Code requires that all lighting installations be designed and installed with full cutoff and be fully shielded to reduce glare and light trespass, and also includes detailed design standards for maximum light intensity light fixture height (City of Moreno Valley, n.d.). The proposed Project would be required to adhere to the requirements of the MVIAP and the City of Moreno Valley Municipal Code, and demonstration of compliance with these standards is required before the City will issue a building permit. Compliance would ensure that the proposed Project does not produce substantial amounts of light or glare from artificial lighting sources that would adversely affect the day or nighttime views in the area.

With respect to potential daytime glare impacts, the proposed Project would involve the construction and operation of one building with exterior building surfaces that consist of tilt-up concrete construction and windows with reflective glazing. While glazing has a potential to result in glare effects, such effects would not adversely affect the daytime views of any surrounding properties, including motorists on adjacent roadways, because the building would be surrounded along roadway perimeters with screen walls and/or landscaping. Additionally, areas proposed for glazing would be limited as shown in the Project’s application materials. Accordingly, daytime glare impacts would be less than significant, and no further analysis is required on this subject.

**II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project?

a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?				■
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR Figure 5.8-1, Important Farmlands; California Department of Conservation, “Riverside County Important Farmland 2010” )*

According to City of Moreno Valley General Plan FEIR Figure 5.8-1 and mapping information available from the California Department of Conservation, the Project site contains lands classified as “Farmland of Local Importance,” “Other Land,” and “Urban and Built-Up Land” and does not contain any soils mapped by the State Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, no impact to important farmland types would occur with implementation of the Project, and no further analysis is required on this subject.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■
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*(Source: On-site Inspection (2013), City of Moreno Valley GIS Maps OnLine, City of Moreno Valley General Plan Conservation Element, Moreno Valley Industrial Area Plan)*

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is not located within an agricultural preserve, nor is it subject to a Williamson Act contract (RCLIS, City of Moreno Valley 2006a). The Project site is zoned for industrial land uses and the immediately surrounding area is zoned for industrial land uses. Because the Project site is not located in or adjacent to an agricultural preserve and neither the Project site nor any immediately surrounding property is zoned for agricultural use, the proposed Project has no potential to conflict with an existing agricultural use, agricultural zoning, or a Williamson Act contract. No impact would occur.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				■
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*(Source: On-site Inspection (2013), City of Moreno Valley GIS Maps OnLine, Riverside County Land Information System, City of Moreno Valley General Plan Conservation Element, Moreno Valley Industrial Area Plan)*

“Farmland” is defined in Section II (a) of Appendix G of the State CEQA Guidelines to mean “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance.” As described above in the response to Items II(a) and (b), implementation of the proposed Project would not result in the conversion of Farmland to non-agricultural use. As such, no impact would occur.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?	■			
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*(Source: South Coast Air Quality Management District Air Quality Management Plan, 2012; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality)*

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

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	■			
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*(Source: South Coast Air Quality Management District Air Quality Management Plan, 2012; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality)*

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

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■			
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*(Source: South Coast Air Quality Management District Air Quality Management Plan, 2012; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality)*

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

d) Expose sensitive receptors to substantial pollutant concentrations?	■			
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*(Source: South Coast Air Quality Management District Air Quality Management Plan, 2012; City of Moreno Valley General Plan FEIR, Chapter 5.3 - Air Quality; Google Earth)*

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

e) Create objectionable odors affecting a substantial number of people?			■	
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*(Source: Project Application Materials, Moreno Valley Industrial Area Plan)*

Any temporary odor impacts generated during Project-related construction activities, such as asphalt paving and the application of architectural coatings, would be short-term and cease upon completion of the construction phase of the Project. As a result, less-than-significant odor impacts are expected to affect surrounding sensitive receptors. The tenant of the Project's proposed logistics warehouse building is not yet known, but may include any of those uses permitted by the MVIAP's "Industrial" designation. Some of these types of uses have the potential to generate odor during the course of their operational activities, but based on the building's design, the majority if not all operational activities except for vehicle movement on the site would occur within the enclosed building. Thus, no operational odor impacts would occur that have the potential to affect a substantial number of people, and no further analysis is required on this subject.

**IV. BIOLOGICAL RESOURCES.** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?	■			
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan, Site Visit)*

The western portion of the Project site is developed with industrial manufacturing and office buildings, paved parking and outdoor storage areas, and a water detention basin. The eastern portion of the subject property (approximately 13 acres) was formerly used for the storage of modular units and storage containers and is currently vacant, consisting of disturbed land that does not contain any

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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sensitive native vegetation.

Although the Project site is developed and disturbed, the undeveloped portion of the property has a small potential to support sensitive species such as small mammals and migratory birds including the western burrowing owl. Because the undeveloped portion of the Project site has the potential to contain species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service, the EIR shall evaluate the proposed Project’s potential to impact candidate, sensitive, or special status species, which may be present on the site. Biological field work shall be completed by a professional biologist to document the site’s existing biological resources and to determine the presence or absence of sensitive species.

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

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

The western portion of the Project site is developed with industrial manufacturing and office buildings, paved parking and outdoor storage areas, and a water detention basin. The eastern portion of the subject property (approximately 13 acres) was formerly used for the storage of modular units and storage containers and is currently vacant, consisting of disturbed land that does not contain any sensitive native vegetation. Although the property does not contain native vegetation, a site-specific biological assessment shall be conducted by a professional biologist to determine if the property contains riparian habitat or other sensitive natural community identified in local or regional plans, policies, and/or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This information shall be disclosed in the required EIR.

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

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

The western portion of the Project site is developed with industrial manufacturing and office buildings, paved parking and outdoor storage areas, and a water detention basin. The eastern portion of the subject property (approximately 13 acres) was formerly used for the storage of modular units and storage containers and is currently vacant, consisting of disturbed land. Biological field work shall occur on the property to document the site’s existing biological resources and to determine the presence or absence of federally protected wetlands. This information shall be disclosed in the EIR.

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

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

The Project site is developed and disturbed and does not support a diversity of native wildlife. Paved roads, fencing, and developed land surrounding the Project site block terrestrial wildlife movement from all directions. Wildlife movement corridors in western Riverside County and the City of Moreno Valley are addressed by the conservation requirements specified in the Western Riverside County MSHCP, and the Project site is not identified for conservation as part of the MSHCP. Accordingly, the site is not considered to be a wildlife movement corridor. Nonetheless, redevelopment of the Project site as proposed by the Project has some minimal

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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potential to impact avian species that are protected by the federal Migratory Bird Treaty Act. The Project’s potential to impact migratory birds during construction and long-term operation shall be evaluated in the required EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	■			
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan, Google Earth)*

The only applicable local ordinance protecting biological resources is the City’s Landscape and Irrigation Design Standards (“Landscape Ordinance,” Municipal Code § 9.17.030). The Landscape Ordinance specifies requirements that would apply to projects that require the removal of existing mature trees. Although a majority of the Project site consists of developed and disturbed land, several trees occur along the Project site’s frontages on Perris Boulevard and Modular Way. As such, the proposed Project has the potential to conflict with the tree preservation provisions of the City’s Landscape Ordinance. A discussion of consistency with this Ordinance shall be contained in the required EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	■			
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources, Western Riverside County Multiple Species Habitat Conservation Plan)*

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

The Project site also is located in the Stephens’ Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). Impacts to SKR habitat throughout the HCP area are mitigated by complying with City of Moreno Valley Municipal Code Title 3, Chapter 8.60, which requires a per-acre local development mitigation fee pursuant to the City’s adopted “The Habitat Conservation Plan for the Stephens’ Kangaroo Rat in Western Riverside County, California” and as established pursuant to Fee Resolution 89-92. The former property owner paid SKR HCP mitigation fees when the Project site was previously developed under approved PA00-0025, and fee credits are available to the proposed Project.

**V. CULTURAL RESOURCES.** Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				■
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.10 – Cultural Resources)*

The Project site was not identified as containing a historic resource as part of the historic resource inventory that was conducted as part of the City of Moreno Valley General Plan FEIR, as depicted on FEIR Exhibit 5.10-1. The developed portion of the property contains buildings that were constructed in the 21<sup>st</sup> century and are not historic. Accordingly, the Project has no potential to impact a historical resource defined in CEQA §15064.5.

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to Section 15064.5?	■			
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.10 – Cultural Resources)*

According to the Moreno Valley General Plan FEIR, the subject property is not a part of any known Native American village complex and a majority of archaeological locations in the City of Moreno Valley are milling stations where bedrock metates (more or less flat grinding surfaces), commonly referred to as ‘slicks,’ and bedrock mortars are found. These locations “are generally situated around valley edges where suitable rock outcrops occur” (Moreno Valley 2006 5.10-6). The Project site is not located on a valley edge and does not contain any rock outcrops and, as such, does not have a high likelihood for the discovery of archaeological resources. Regardless, a site-specific cultural resources assessment shall be conducted by a professional archaeologist to determine likelihood for the presence/absence of archaeological resources to be located beneath the surface of the Project site. The results of the site-specific cultural resources assessment will be disclosed in the required EIR.

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

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■			
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*(Source: City of Moreno Valley General Plan Conservation Element; City of Moreno Valley General Plan FEIR, Chapter 5.10 – Cultural Resources)*

The Project site does not contain any known unique geologic features. The Project site is identified by the City’s General Plan FEIR Exhibit 5.10-3 as having a “low” potential to contain unique paleontological resources, but is identified by the Riverside County General Plan FEIR as having a “high” potential to contain paleontological resources. Generally, paleontological resource potential is at five (5) feet or greater below the ground surface. Depth of grading for the proposed Project would be approximately four (4) feet across the site, with trenches of approximately six (6) feet deep for subsurface utility line installation and water detention basins of approximately nine (9) feet deep. Thus, the proposed Project has very minimal potential to encounter unique paleontological resources. Nonetheless, the Project’s potential to impact paleontological resources beneath the surface of the site shall be evaluated in the required EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?			■	
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*(Source: Project Application Materials)*

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

**VI. GEOLOGY AND SOILS.** Would the project:

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

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or				■
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<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
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*(Source: City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils, California Department of Conservation “Alquist-Priolo Earthquake Fault Zone Maps,” United States Geological Survey Earthquake Hazards Program, Google Earth)*

No known earthquake faults are located on the Project site (United States Geological Survey 2010, California Department of Conservation 2010), and the nearest mapped fault is located approximately 6.9 miles to the northeast of the site as depicted on Figure 5.6-2 of the City of Moreno Valley General Plan FEIR. Because there are no faults located on the Project site, there is no potential that the proposed Project could expose people or structures to adverse effects related to ground rupture.

(ii) Strong seismic ground shaking?	■			
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*(Source: City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils)*

The Project site is located in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the proposed Project. The ground shaking risk is not considered substantially different than that of other similar properties in the southern California area. As a mandatory condition of Project approval, the City of Moreno Valley will require that the proposed structure be constructed in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 and the City Building Code. The CBSC and City Building Code are designed to preclude significant adverse effects associated with strong seismic ground shaking. Nonetheless, the future building and workers on the site have the potential to be exposed to strong seismic ground shaking associated with seismic events. The proposed Project’s potential to be subject to strong seismic ground shaking shall be evaluated in the required EIR.

(iii) Seismic-related ground failure, including liquefaction?			■	
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*(Source: City of Moreno Valley General Plan Safety Element Figure 6-3, Geologic Faults & Liquefaction, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils, Geotechnical Investigation and Evaluation Proposed Dorado Logistics Center)*

According to the City of Moreno Valley General Plan, the Project site is not located within a “Potential Liquefaction” zone (refer to Figure 6-3, *Geologic Faults & Liquefaction*). In addition, a geotechnical report prepared for the subject property by Southern California Geotechnical concludes that the risk of liquefaction at the Project site is low due to the depth of groundwater (approximately 25 feet below the ground surface) (Southern California Geotechnical 2012). Furthermore, the City will require that the property be redeveloped in accordance with the latest applicable seismic safety guidelines, including the requirements of the CBSC, which would reduce the risk of seismic-related ground failure to less than significant levels. As such, redevelopment of the property as proposed by the Project would result in less than significant risks related to seismic-related ground failure, including liquefaction.

(iv) Landslides?				■
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*(Source: On-site Inspection (2013), Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils)*

The Project site is relatively flat. The nearest hillsides are located more than 0.75-mile to the east of the property, and are separated from the Project site by intervening development. Additionally, the proposed Project would not result in the creation of any new slopes on-site, with exception of 3:1 slopes proposed within the detention basins that would not pose a landslide threat to adjacent properties, future site workers, or the proposed building. Accordingly, the proposed Project would not create and would not be exposed to any risk of landslide. No further analysis is required on this subject.

(b) Result in substantial soil erosion or the loss of topsoil?	■			
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*(Source: Project Application Materials)*

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Redevelopment of the Project site as proposed by the Project would disturb the site during grading and construction and expose the underlying soils, which would temporarily increase erosion susceptibility. In the long-term, redevelopment of the subject property would increase the extent of impervious surface cover and landscaping on the Project site, thereby reducing the potential for erosion and loss of topsoil that currently occurs on the undeveloped portion of the property. The Project would be required to adhere to standard regulatory requirements, including, but not limited to, requirements imposed by the City of Moreno Valley’s National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit (State Water Resources Control Board Order No. 99-08-DWQ) and a Project-specific Water Quality Management Plan (WQMP) that includes Best Management Practices (BMPs) to minimize water pollutants including sedimentation in stormwater runoff. Nonetheless, the required EIR shall evaluate the Project’s potential to result in substantial soil erosion and the loss of topsoil.

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			■	
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*(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils, Geotechnical Investigation and Evaluation Proposed Dorado Logistics Center)*

According to the City of Moreno Valley General Plan, the Project site is not located in an area subject to landslide, lateral spreading, subsidence, or liquefaction hazards. However, the geotechnical report prepared for the Project site determined that some soils on the property are subject to collapse when exposed to moisture infiltration (Southern California Geotechnical 2012). Additionally, the geotechnical report indicates that on-site soils are subject to a minor amount of subsidence, and are not suitable to support the weight of the proposed Project’s building in their existing condition. Although the Project site is not subject to lateral spreading or liquefaction hazards, the required EIR shall evaluate the proposed Project’s potential to cause soil subsidence and collapse hazards, which could pose a threat to the future structure and workers on-site.

(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			■	
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*(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.6 – Geology and Soils, Geotechnical Investigation and Evaluation Proposed Dorado Logistics Center)*

The geotechnical report prepared for the Project site by Southern California Geotechnical Inc. (October 2012) determined that the on-site soils consist of artificial fill, stiff to very stiff clayey silts, medium dense fine sandy clays. Testing conducted by Southern California Geotechnical determined that soils on-site are low to medium expansive; the presence of potentially expansive soils on-site will require special construction techniques to address moisture content within subgrade soils and newly placed fill soils. The proposed Project’s potential to expose the future structure and workers on-site to hazards associated with expansive soils shall be evaluated in the required EIR.

[Note: Item VI.d is based on Appendix G of the CEQA Guidelines and references Table 18-1-B of the 1994 Uniform Building Code (UBC). This Table no longer exists. The Building Code currently in effect, the 2010 CBC, references ASTM D4829, a standard procedure for testing and evaluating the expansion index (or expansion potential) of soils established by ASTM International, which was formerly known as the American Society for Testing and Materials (ASTM).]

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

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Sewer service is available to the Project site under pre-development conditions via a connection point to a subsurface sewer line installed beneath Perris Boulevard adjacent to the Project site's western boundary. The proposed Project would not install septic tanks or alternative wastewater disposal systems on the Project site. Accordingly, no impact would occur.

**VII. GREENHOUSE GAS EMISSIONS.** Would this project?

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■			
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*(Source: Project Application Materials; California Assembly Bill 32 (2006))*

Greenhouse gas (GHG) emissions associated with the proposed Project would primarily be associated with Project-related traffic. In addition, Project-related construction activities, energy consumption, water consumption, and solid waste generation also would contribute to the Project's overall generation of GHGs. The City of Moreno Valley has not adopted any numerical thresholds of significance for GHG emissions. Significance of the proposed Project's GHG impacts will be based on compliance with Assembly Bill 32 (AB 32, 2006). AB 32 establishes goals for the statewide reduction of GHG emissions. Due to the Project's potential to emit GHGs, a Project-specific GHG emissions report shall be prepared for the Project. The results of the GHG emissions report shall be disclosed in the required EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	■			
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*(Source: Project Application Materials; California Assembly Bill 32 (2006))*

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

**VIII. HAZARDS AND HAZARDOUS MATERIALS.** Would the project?

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			■	
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*(Source: Project Application Materials, Moreno Valley Industrial Area Plan, Phase 1 Environmental Assessment: 17300 Perris Boulevard (Kennedy/Jenks))*

A Phase 1 Environmental Assessment was prepared for the Project site by Kennedy/Jenks Consultants. No evidence of past or current usage, storage, or disposal of large quantities of hazardous materials was observed on the property during a survey of the site. Eldorado Stone stores and uses small quantities of chemicals in their warehouse operations, which would be removed with implementation of the proposed Project. Kennedy/Jenks did not report any environmental concerns and stated that no further hazardous materials testing of the property is required.

During construction of the proposed Project, a limited amount of hazardous materials would be transported to, stored, and used on the property (fuel, paint, etc.), that are typical in a construction operation and do not create a significant hazard to the public or environment. The specific business or tenant that will occupy the Project's proposed building is not known at this time. The Project site is located within the MVIAP, and is designated for "Industrial" land uses. Based on the list of land uses permitted in the MVIAP's Industrial zone, it is possible that hazardous materials could be used during the course of daily operations. Future tenant(s) are required to comply with all federal, state, county, and local hazardous materials regulations, as overseen and enforced by the California Department of Toxic Substances Control, the Riverside County Department of Environmental Health and the Moreno Valley Fire Department. Per the requirements of the Riverside County Department of Environmental Health and the California Health and Safety Code (HSC),

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Chapter 6.95, Sections 25500 - 25532, a Hazardous Materials Business Emergency Plan must be prepared by any business that handles specified amounts of hazardous materials or a mixture containing a hazardous material. Furthermore, the City of Moreno Valley Fire Prevention Bureau requires the issuance of a permit to store, dispense, use or handle hazardous material; to conduct processes which produce conditions hazardous to life or property; or to install equipment used in connection with such activities. Each application for a permit is required to include a hazardous materials management plan (HMMP). With mandatory adherence to federal, state, county, and local requirements associated with hazardous material transport, storage, and use, any potential impact to the public or environment would be reduced to below a level of significance.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			■	
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*(Source: Project Application Materials, Moreno Valley Industrial Area Plan)*  
See response to Item VIII(a), above.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				■
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*(Source: Project Application Materials, Google Earth)*  
The nearest school facility is the El Porter Elementary School, located approximately 0.35-mile to the northeast of the Project site. There are no existing or planned school sites within one-quarter mile of the Project site. Accordingly, the proposed Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result would it create a significant hazard to the public or the environment?				■
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*(Source: Project Application Materials, California Department of Toxic Substances Control “Envirostor” Database), Phase 1 Environmental Assessment: 17300 Perris Boulevard (Kennedy/Jenks)*  
According to the California Department of Toxic Substances Control’s “EnviroStor” database, the proposed Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			■	
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*(Source: Riverside County Airport Land Use Commission Compatibility Plan “March Air Reserve Base,” City of Moreno Valley General Plan Safety Element Figure 6-5, Air Crash Hazards, City of Moreno Valley General Plan FEIR, Chapter 5.5 – Hazards, March ARB/Inland Port Airport Joint Land Use Study)*  
The Project site is located approximately one mile east of the March Air Reserve Base. Pursuant to the March Air Reserve Base Compatible Use Zone Study commissioned by the United States Air Force and as depicted on Figure 6-5, *Air Crash Hazards*, of the Moreno Valley General Plan, the Project site is not located within a zone subject to hazards related to air crashes. According to the March ARB/Inland Port Airport Joint Land Use Study (Mead and Hunt, 2010), the Project site is located within arrival and departure flight tracts at altitudes between 4,000 and 10,000 feet and is located outside of areas mapped as subject to airport-related noise impacts. The property is located in Compatibility Zones D and E. Zone D indicates that property is subject to noise and risks associated with aircraft operations, but the impacts are sufficiently minimal that land use restrictions are generally unnecessary. Zone E indicates

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occasional overflights, with low noise and safety impacts. Accordingly, implementation of the proposed Project would not result in a safety hazard for people residing or working in the Project area, and impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				■
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*(Source: City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.5 – Hazards, Google Earth)*

There are no private airfields or airstrips in the vicinity of the Project site. Because no private airports are located nearby, there is no potential for the Project to result in a safety hazard.

g) Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?			■	
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*(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Chapter 5.5 – Hazards)*

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by the City. Because the proposed Project would not interfere with an adopted emergency response or evacuation plan, impacts would be less than significant. No further analysis is required on this subject.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				■
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*(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR Figure 5.5-2, Floodplains and High Fire Hazard Areas)*

The western portion of the Project site is developed with industrial manufacturing and office buildings, paved outdoor storage and parking areas, and a water detention basin. The eastern portion of the subject property (approximately 13 acres) was formerly used for the storage of modular units and storage containers and is currently vacant, consisting of disturbed land with no flammable vegetation. Pursuant to Figure 5.5-2, *Floodplains and High Fire Hazard Areas*, of the City of Moreno Valley FEIR, the Project site is not located within a high wildfire hazard area. The Project site is located in an area that has been largely developed and is surrounded on all sites by either developed properties or paved roads. No wildlands are located on or adjacent to the Project site. Accordingly, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

**IX. HYDROLOGY AND WATER QUALITY.** Would the project:

a) Violate any water quality standards or waste discharge requirements?			■	
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*(Source: Project Application Materials, City of Moreno Valley General Plan FEIR, Chapter 5.7 – Hydrology/Water Quality, Project Specific Preliminary Water Quality Management Plan for Modular Logistics Center)*

Redevelopment of the Project site as proposed by the Project would involve demolition, clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures. Pursuant to the requirements of the Santa Ana Regional Water Quality Control Board and the City Moreno Valley, the Project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. In addition, the Project would be required to comply with the Santa Ana

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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RWQCB’s Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Storm Water Pollution Prevention Program (SWPPP) for construction-related activities, including grading. The SWPPP would specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the proposed Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and mitigation measures would not be required.

The Project would be required to implement a Water Quality Management Plan (WQMP), pursuant to the City of Moreno Valley requirements. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. A preliminary WQMP has been prepared for the proposed Project by Albert A. Webb Associates and is on file with the City of Moreno Valley. The WQMP identifies structural controls (including two water quality/detention basins) and programmatic controls (including maintenance requirements, educational materials for tenants/occupants, common area litter control, etc.) to minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Mandatory compliance with the WQMP would ensure that the Project does not violate any water quality standards or waste discharge requirements during long-term operation. Therefore, water quality impacts associated with post-development activities would be less than significant and mitigation measures would not be required.

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

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*(Source: Project Application Materials, City of Moreno Valley General Plan FEIR, Figure 5.7-2, Groundwater Basins)*

As depicted on Figure 5.7-2, *Groundwater Basins*, of the City of Moreno Valley General Plan FEIR, the Project site is located within the Perris North Groundwater Basin. There are few domestic uses for groundwater within the City, due to salinity/water quality issues, and the City primarily relies on imported water from EMWD for its domestic water supply. The Project does not propose the installation of any water wells that would directly extract groundwater; however, the increase in impervious surface cover that would occur with redevelopment of the site could reduce the amount of water percolating down into the underground aquifer that underlies the Project site and a majority of the City. However, and as noted in the City’s General Plan EIR (Page 5.7-12), “the impact of an incremental reduction in groundwater would not be significant as domestic water supplies are not reliant on groundwater as a primary source.” Additionally, water held in the proposed Project’s detention basin and in landscaped areas would have the opportunity to percolate into the ground. With buildout of the Project, the local groundwater levels would not be adversely affected. Therefore, impacts to groundwater supplies and recharge would be less than significant, and no further analysis is required on this subject.

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

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*(Source: Project Applications Materials)*

The Project would involve mass grading of the site, which would nominally alter the existing drainage pattern. The City of Moreno Valley requires the preparation of a hydrology study prior to site development to ensure that there would be no measurable increases in water flows exiting the site under developed conditions. As such, there is no potential for redevelopment of the Project site to result in a substantial alteration to the existing drainage pattern of the site. Under existing conditions, runoff from the developed portions of the property sheet flow into an on-site detention basin. After implementation of the proposed Project, runoff from developed portions

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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of the property would also flow into an on-site detention basin. As such, there would not be any significant increases in erosion or siltation on- or off-site. In addition, as specified above under Item VIII(a), the proposed Project is required to implement BMPs via a SWPPP and WQMP to minimize the discharge of pollutants in stormwater, including silt and soil from erosion. Impacts would be less than significant. No further evaluation of this subject is warranted.

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

The proposed Project would not substantially alter the existing drainage patterns of the site. A site-specific hydrology study is required by the City to document post-development drainage conditions and to identify design specifications of the storm drain system for collecting, treating and conveying Project-related stormwater prior to discharge. Under existing conditions, runoff from the developed portions of the Project site flow into an on-site detention basin. Upon implementation of the proposed Project, runoff would also flow into an on-site detention basin. Flooding on- or off-site would not occur due to the proposed construction of on-site detention basins and storm drain facilities and because these proposed facilities would attenuate the rate and volume of storm water discharge to be similar to the rate and volume that occurs under existing conditions. As a result, implementation of the proposed Project would not increase the potential for flooding on- or off-site. Impacts would be less than significant. No further evaluation of this subject is warranted.

e) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			■	
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*(Source: Project Application Materials)*

As discussed above under the analysis of Item IX(d), the proposed Project is required to be designed to ensure that post-development runoff rates and volumes closely resemble those that occur under existing conditions. Further, existing off-site storm water drainage facilities (including off-site storm drain facilities planned in Kitching Street that are expected to be fully operational by Project occupancy) that receive storm water runoff from the Project site have adequate capacity to convey storm water runoff discharged from the site (upon the construction of proposed on-site detention basins that are designed to reduce the rate and volume of runoff discharged from the site). The former property owner paid fees to the Riverside County Flood Control and Water Conservation District for the Perris Valley Storm Drain when the Project site was previously developed under approved PA00-0025, and fee credits are available to the proposed Project. Because existing and planned storm drain facilities have sufficient capacity to convey runoff from the Project site, the Project would not create or contribute runoff which would exceed the capacity of any existing or planned storm water drainage system. As discussed above under the analysis of Item IX(a), the proposed Project would be required to comply with the Project's WQMP, which identifies BMPs to be incorporated into the Project to ensure that long-term operation of the proposed Project does not result in substantial amounts of polluted runoff. In addition, the Project would be required to comply with the requirements of the City of Moreno Valley's NPDES permit, which would reduce the amount of sediment in runoff discharged from the site during grading and construction activities. Accordingly, the proposed Project would not create or contribute substantial additional sources of polluted runoff. Impacts would be less than significant. No further evaluation of this subject is warranted.

f) Otherwise substantially degrade water quality?				■
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*(Source: Project Application Materials)*

There are no conditions associated with the proposed Project beyond that which is described above that could result in the substantial degradation of water quality. Accordingly, no further analysis of this subject is required.

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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g) Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■
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*(Source: Project Application Materials)*

The proposed Project does not include housing. Therefore, there is no potential for housing to be located within a 100-year flood hazard zone and no significant impacts would occur from implementing the proposed Project.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				■
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*(Source: Project Application Materials; City of Moreno Valley General Plan FEIR Figure 5.5-2, Floodplains and High Fire Hazards; City of Moreno Valley General Plan Figure 6-4, Flood Hazards)*

According to Figure 5.5-2, *Floodplains and High Fire Hazards*, of the Moreno Valley General Plan FEIR, and City of Moreno Valley General Plan Figure 6-4, *Flood Hazards*, the proposed Project site is not located within or adjacent to a 100-year floodplain. As such, the proposed Project has no potential to place structures within a 100-year flood hazard area that could impede or redirect flood flows. Accordingly, a significant flood hazard would not occur with implementation of the proposed Project, and no further analysis is required on this subject.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			■	
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*(Source: Project Application Materials; City of Moreno Valley General Plan Safety Element, Figure 6-4, Flood Hazards; Google Earth)*

The nearest dam to the Project site, Lake Perris, is located approximately 1.2 miles east of the subject property. According to Figure 5.5-2, *Floodplains and High Fire Hazards*, of the Moreno Valley General Plan FEIR, and City of Moreno Valley General Plan Figure 6-4, *Flood Hazards*, the Project site and surrounding areas are not subject to dam inundation hazards. Furthermore, the Perris Valley Channel, which is located 0.12-mile north and approximately 0.25-mile east of the Project site, is not considered to be a levee, and there are no other levees in the Project area. Portions of the Project site are located within a 500-year floodplain; but, the Project is required to be constructed in accord with all applicable building code requirements, compliance with which would avoid any significant injuries or the loss of life or property. Accordingly, less-than-significant impacts would occur and no further evaluation of this issue is required.

j) Inundation by seiche, tsunami, or mudflow?				■
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*(Source: Project Application Materials, City of Moreno Valley General Plan Safety Element, Figure 6-4, Flood Hazards, Google Earth)*

The Pacific Ocean is located more than 40 miles from the Project site; consequently, there is no potential for tsunamis to impact the Project. In addition, no steep hillsides subject to mudflow are located on or near the Project site. The nearest large body of surface water to the site is Lake Perris, located approximately 1.2 miles southeast and downstream of the Project site. Due to the distance of Lake Perris from the Project site and the topographic characteristics of the area, a seiche in Lake Perris would have no impact on the Project site. Although the Perris Valley Channel is located 0.12-mile north and 0.25-mile east of the proposed Project site, it is not an enclosed or semi-enclosed basin that would be conducive to reverberation and creation of a seiche. Therefore, the Project site has no potential to be impacted by seiches, mudflows, and/or tsunamis and no further analysis is required on this subject.

**X. LAND USE AND PLANNING.** Would the project:

a) Physically divide an established community?				■
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*(Source: Project Application Materials; On-site Inspection (2013); Google Earth)*

The Project site consists of approximately 50.84-acres of land, the majority of which is developed. Redevelopment of the Project site by the proposed construction and operation of a large logistics warehouse building would not physically disrupt or divide the

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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arrangement of an established community. The Project site is located in a developing area of the City of Moreno Valley that is designated for industrial development. The property is proposed to be redeveloped in accordance with its assigned General Plan land use designation and MVIAP zoning designation. Properties adjacent to the Project site have either been developed or are planned for long-term development with industrial land uses. The Project site does not provide access to established communities and would not isolate any established communities or residences from neighboring communities. Division of an established community would not occur and no further analysis of this subject is required.

b) Conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			■	
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*(Source: Project Materials; City of Moreno Valley General Plan Land Use Map; City of Moreno Valley General Plan Community Development Element; Moreno Valley Industrial Area Plan)*

The Project proposes to redevelop the subject property to accommodate a logistics warehouse building, which would be consistent with the “Business Park/Light Industrial” land use designation applied to the site by the General Plan and the “Industrial” zoning designation applied to the site by the MVIAP. As part of its review of the proposed Plot Plan application, the City of Moreno Valley will ensure consistency with applicable policies of the General Plan and MVIAP, and will ensure mandatory conformance with the City’s Municipal Code requirements. As such, the proposed Project would not conflict with applicable local land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant. No further analysis of this subject is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			■	
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*(Source: City of Moreno Valley General Plan Conservation Element; City of Moreno Valley General Plan FEIR, Chapter 5.9 – Biological Resources; Western Riverside County Multiple Species Habitat Conservation Plan)*

As described above under the response to Item IV(f), the proposed Project is subject to the Western Riverside County MSHCP, which is the habitat conservation plan applicable to the City of Moreno Valley and the Project site. The proposed Project is not located within any MSHCP designated Criteria Cells or Cell Groups, but pursuant to MSHCP Section 6.3.2, *Additional Survey Needs and Procedure*, the property is subject to surveys for the western burrowing owl. The Project’s potential to conflict with the MSHCP policies related to the burrowing owl shall be addressed in the required EIR under the discussion and analysis of Item IV(a). No further analysis of this topic is required.

**XI. MINERAL RESOURCES.** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				■
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.14 – Mineral Resources)*

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

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				■
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*(Source: City of Moreno Valley General Plan Conservation Element, City of Moreno Valley General Plan FEIR, Chapter 5.14 – Mineral Resources)*

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

**XII. NOISE.** Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	■			
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*(Source: Project Application Materials; City of Moreno Valley General Plan Safety Element; City of Moreno Valley Municipal Code, Chapter 11.80 – Noise Regulation)*

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

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	■			
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*(Source: Project Application Materials)*

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

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■			
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*(Source: Project Application Materials; City of Moreno Valley General Plan Safety Element; City of Moreno Valley Municipal Code, Chapter 11.80 – Noise Regulation)*

Redevelopment of the Project site as proposed by the Project would generate increased vehicular traffic that has the potential to cause an increase in ambient noise levels. On-site operational activities associated with the proposed logistics warehouse building have the potential to increase ambient noise levels. A site-specific acoustical study shall be prepared for the proposed Project to identify potential increases in ambient noise and to analyze the potential for Project-related noise to increase ambient noise to a level that would be considered substantial and permanent compared to existing conditions. The results of the acoustical study shall be summarized and incorporated into the required EIR.

d) A substantially temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■			
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*(Source: Project Application Materials; City of Moreno Valley General Plan Safety Element; City of Moreno Valley Municipal Code, Chapter 11.80 – Noise Regulation)*

During Project-related construction activities, there could be a temporary or periodic increase in ambient noise levels in the Project vicinity above existing levels due to temporary construction traffic and the temporary and periodic operation of construction equipment.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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A site-specific acoustical study shall be prepared for the Project to identify the potential for temporary or periodic increases in ambient noise levels that would be considered substantial compared to existing conditions. The results of the acoustical study shall be summarized and incorporated into the required EIR.

e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			■	
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*(Source: City of Moreno Valley General Plan Safety Element, City of Moreno Valley General Plan FEIR, Figure 5.4-1, March Air Reserve Base Noise Impact Area)*

According to Figure 5.4-1, *March Reserve Air Base Noise Impact Area*, the Project site is located outside of the March ARB’s 60 dBA CNEL noise contour and would not be subjected to excessive noise levels due to operations at the air base. Due to the Project site’s approximately one-mile distance from the March ARB, the nature of future land uses on the site (i.e., logistics warehouse), and because the Project site is located well outside of the 60 dBA CNEL aircraft noise contour, the proposed Project would not expose visitors or workers on the site to significant airport-related noise. Accordingly, no further analysis of this subject is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■
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*(Source: City of Moreno Valley General Plan Safety Element, Google Earth)*

The Project site is not located near any private airfields or airstrips. Therefore, the proposed Project has no potential to expose people to excessive noise levels associated with operations at a private airstrip. No further analysis of this subject is required.

**XIII. POPULATION AND HOUSING.** Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			■	
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*(Source: Project Application Materials; City of Moreno Valley General Plan Land Use Map; City of Moreno Valley General Plan FEIR, Chapter 5.12 – Population and Housing; Moreno Valley Industrial Area Plan)*

The proposed Project would redevelop the subject property with one logistics warehouse building in accordance with the “Business Park/Light Industrial” land uses designation applied to the site by the City of Moreno Valley General Plan and the “Industrial” land use designation applied to the site by the MVIAP. Accordingly, the proposed Project would not result in growth that was not already anticipated by the City of Moreno Valley General Plan and evaluated in the City of Moreno Valley General Plan FEIR. The Project site is served by existing public roadways and utility infrastructure is already installed beneath public rights of way that abut the property. As such, implementation of the proposed Project would not result in direct or indirect growth in the area, and impacts would be less than significant. No further analysis of this subject is required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■
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*(Source: Google Earth, Site Inspection (2013))*

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

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■
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(Source: Google Earth, Site Inspection (2013))

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

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

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

The Project site is served by the College Park Fire Station (Station No. 91), located approximately 2.3 roadway miles to the northeast. Secondary service is provided by the Kennedy Park Fire Station (Station No. 65), located approximately 2.6 roadway miles to the north of the Project site. Based on the Project site's proximity to these two existing fire stations, the proposed Project would be adequately served by fire protection services, and no new or expanded facilities would be required. Because a majority of the property is developed, it already receives fire protection services. No additional fire protection service demand would occur as a result of the property's redevelopment.

The proposed Project is required to provide a minimum of fire safety and support fire suppression activities, including type of building construction, fire sprinklers, a fire hydrant system and paved access. Furthermore, the proposed Project is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including fire protection facilities. Mandatory compliance with the DIF Ordinance would be required prior to the issuance of a building permit. The former property owner paid DIF fees when the Project site was previously developed under approved PA00-0025, and fee credits are available to the proposed Project.

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

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

Because a majority of the property is developed under existing conditions, it already receives police protection services. No additional police protection service demand would occur as a result of the property's redevelopment as proposed by the Project. The proposed Project would thus not cause or contribute to the need for the construction of new or physically altered police facilities. Prior to the issuance of building permits, the Project Applicant shall comply with the provisions of the City of Moreno Valley's DIF Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including police facilities. The former property owner paid DIF fees when the Project site was previously developed under approved PA00-0025, and fee credits are available to the proposed Project. Based on the foregoing, the proposed Project would receive adequate police protection service,

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities would be less than significant and no further analysis of this issue area is warranted.

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

Redevelopment of the Project site as proposed by the Project would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. The addition of intensification of employment-generating uses on the Project site would assist the City in achieving its goal to provide a better jobs/housing balance within the City and the larger western Riverside County region (City of Moreno Valley 2006b). The proposed Project is not expected to draw a substantial number of new residents to the region and would therefore not indirectly generate school-aged students requiring public education. Because the proposed Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public school services, the Project Applicant would be required to contribute development impact fees to the Val Verde Unified School District, in compliance with California Senate Bill 50 (Greene). Mandatory payment of school fees would be required prior to the issuance of a building permit. The former property owner paid school fees to the Val Verde Unified School District when the Project site was previously developed under approved PA00-0025, and fee credits are available to the proposed Project. Impacts to public schools would be less than significant and no additional analysis of this issue is required.

d) Parks?				■
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*(Source: Project Application Materials)*

As discussed under items XV(a) and XV(b) below, the proposed Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the proposed Project would not adversely affect any park facility and impacts would be less than significant.

e) Other public facilities?			■	
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*(Source: Project Application Materials)*

The proposed Project is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, and animal shelters. As such, implementation of the proposed Project would not adversely affect other public facilities or require the construction of new or modified public facilities. No further analysis of this issue area is required.

**XV. RECREATION.**

a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				■
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*(Source: Project Application Materials)*

The Project proposes to redevelop the site with one logistics warehouse building. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, and no further analysis of this subject is required.

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				■
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*(Source: Project Application Materials)*

The proposed Project would redevelop the site with one logistics warehouse building. The Project does not propose to construct any new on- or off-site recreation facilities. The Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur with implementation of the proposed Project. Additional analysis of this issue is not required.

**XVI. TRANSPORTATION/TRAFFIC.** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	■			
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*(Source: Project Application Materials)*

The proposed Project would contribute an increased volume of vehicular traffic to the local roadway network and has the potential to adversely affect the performance of the local circulation system, on a direct and/or cumulative level. A site-specific traffic study shall be prepared according to the City of Moreno Valley Traffic Report Preparation Guidelines. The study shall quantify the volume of vehicular traffic anticipated to travel to and from the Project site. Given the property's location, it is anticipated that a majority of the proposed Project's truck traffic would route south toward the Harley Knox Boulevard interchange at I-215. The traffic study shall model the effects of Project-related traffic on the local circulation system, taking all modes of transportation into account. The traffic study analysis area for local roads will be defined as intersections of collector roads or higher that receive 50 or more Project-related peak hour trips. The one northbound and one southbound segment of I-215 that receive the highest number of Project-related peak hour trips will be quantified for impacts and other Caltrans facilities will be evaluated qualitatively. The required EIR shall disclose the findings of the site-specific traffic study and evaluate the Project's potential to conflict with applicable plans, ordinances, and policies that establish a minimum level of performance for the local circulation system.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	■			
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*(Source: Project Application Materials, Riverside County Congestion Management Plan)*

Traffic generated by the proposed Project has the potential to impact the Riverside County Congestion Management Plan (CMP) roadway network. Potential affects to the CMP roadway system shall be evaluated a site-specific traffic study, and the results of this study shall be used in the required EIR to determine the Project's consistency with the Riverside County CMP, including applicable level of service standards and travel demand/congestion management measures. In the vicinity of the Project site, the one northbound and one southbound segment of I-215 that would receive the highest number of Project-related peak hour trips are the only CMP roadway segments that are expected to require quantitative study. Other CMP roadway segments will be discussed qualitatively.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				■
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*(Source: Project Application Materials, March Air Reserve Base Air Installation Compatible Use Zone Study)*

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project would involve the construction of one logistics center building that would be approximately 47 feet in height, which is less than the maximum 150 feet height limit established for the Project Area by the March Air Reserve Base Air Installation Compatible Use Zone Study. In addition, the proposed Project would not include an air travel component (*i.e.*, helipad) and products transported to and from the Project site would not be done so by direct air. Accordingly, the proposed Project would not have any effect on air traffic patterns, including an increase in traffic levels or a change in flight path location that results in substantial safety risks. As such, no impact would occur and additional analysis of this issue is not required.

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

Based on a review of the proposed Project’s application materials submitted to the City of Moreno Valley, no unsafe design features are proposed as part of the Project. Regardless, the Project’s required EIR shall document the conditions of the existing and planned circulation system in the Project area and determine if the increase in traffic resulting from the Project would adversely affect any off-site roadway segment or intersection which may be unsafe, or may become unsafe with the addition of Project traffic.

e) Result in inadequate emergency access?			■	
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*(Source: Project Application Materials)*

Redevelopment of the Project site with one logistics warehouse building would not increase the need for emergency access to and from the site, because a majority of the site is already developed under existing conditions. During the course of the City of Moreno Valley’s required review of the Project’s proposed Plot Plan, the Project’s design would be reviewed to ensure that adequate access to and from the site and around the proposed building is provided for emergency vehicles. With required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

f) Conflict with adopted policies or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			■	
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*(Source: Project Application Materials; Moreno Valley General Plan Figure 9-4, Bikeway Plan)*

According to General Plan Figure 9-4, *Bikeway Plan*, the Project site does not abut any roadways that are planned for designated bicycle routes. Bicycle parking would be provided on the site in accordance with City Municipal Code requirements for bicycle parking facilities. Sidewalks would be constructed and appropriate easements offered along the Project’s frontage with Perris Boulevard, Modular Way, and Edwin Road to implement the City’s pedestrian circulation network. Bus service in the Project vicinity is provided along Route 19 via Perris Boulevard; there is one stop adjacent to the Project’s frontage with Perris Boulevard, which would be maintained by the Project. Implementation of the proposed Project would not affect the operation of the bus route. There is no potential that the Project could conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. As such, a less-than-significant impact would occur and additional analysis of this issue is not required.

**XVII. UTILITIES AND SERVICE SYSTEMS.** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			■	
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*(Source: Project Application Materials)*

Wastewater service is provided to the Project site by Eastern Municipal Water District (EMWD). EMWD is required to operate all of its treatment facilities in accordance with the waste treatment and discharge standards and requirements set forth by the Regional Water Quality Control Board (RWQCB). The proposed Project would not install or utilize septic systems or alternative wastewater treatment

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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systems; therefore, the Project would have no potential to exceed applicable wastewater treatment requirements established by the RWQCB. Accordingly, impacts would be less than significant.

b) Require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			■	
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*(Source: Project Application Materials)*

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

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			■	
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*(Source: Project Application Materials)*

A stormwater drainage conveyance system would be installed on the Project site to serve the proposed logistics warehouse building, parking areas, and other site features. The system would consist of underground storm drain pipes and two water quality/detention basins designed to collect and treat stormwater runoff and discharge treated flows into the regional drainage system. Specifically, the water quality/detention basins are planned along the eastern boundary of the site. No improvements to regional storm drain facilities are proposed as part of the Project, although curb and gutter improvements would occur as part of the Project along abutting roadways. Environmental impacts associated with the construction of drainage improvements will be evaluated by the topics identified for analysis in the required EIR. As such, there would be no environmental impacts beyond those that would otherwise occur from grading and development on the Project site.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			■	
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*(Source: Project Application Materials; EMWD 2010 Urban Water Management Plan)*

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

e) Result in a determination by the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			■	
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*(Source: Project Application Materials; EMWD Insights, Perris Valley Regional Water Reclamation Facility, n.d.)*

<b>Issues and Supporting Information</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Wastewater generated on the Project site is conveyed to EMWD for treatment. Due to the relatively small, incremental increase in wastewater treatment need associated with redevelopment of the Project site, and the amount of existing and planned available capacity at EMWD treatment facilities, there is sufficient capacity to treat wastewater generated by the Project. As such, adequate capacity is available to serve the Project's projected wastewater demand in addition to EMWD's existing commitments. Impacts would be less than significant. No further discussion in the EIR is necessary.

f) ) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			■	
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*(Source: Project Application Materials; Countywide Disposal Tonnage Tracking System; Solid Waste Information System; City of Moreno Valley Ordinance No. 706, Recycling and Diversion of Construction Waste, Correspondence with Fullmer Construction)*

Implementation of the proposed Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The Project would be required to comply with City of Moreno Valley Ordinance No. 706, which requires a minimum of 50 percent of all construction waste and debris to be recycled. It is expected that approximately 38,240 tons of demolition debris would be generated by the proposed Project's construction activities, of which according to the Project Applicant's construction contractor, approximately 97% (approximately 37,712 tons) would either be processed and re-used on-site during construction or recycled (Fullmer, 2013). Long-term operation of the proposed Project is estimated to generate approximately 7.9 tons of solid waste per day.<sup>1</sup> Additionally, the Project would be required to comply with mandatory waste reduction requirements as described below in Item XVII(g). Solid waste generated by the proposed Project would be disposed at the El Sobrante Landfill, the Badlands Sanitary Landfill, and/or the Lamb Canyon Sanitary Landfill. Each of these landfills receive well below their maximum permitted daily disposal volume and have the potential for future expansion, and none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction or operational periods. The landfills have sufficient capacity to accept solid waste generated by the Project's construction and operational phases; therefore, impacts would be less than significant.

g) Comply with federal, state, and local statues and regulations related to solid waste?			■	
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*(Source: Project Application Materials)*

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

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.**

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or	■			
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<sup>1</sup> Based on light industrial/warehouse operational solid waste generation rate of 1.42 pounds per 100 square feet. Source: CalRecycle; <http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm>.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?				
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*(Source: Project Application Materials)*

The western portion of the Project site is developed with industrial manufacturing and office buildings, paved parking and outdoor storage areas, and a water detention basin. The eastern portion of the subject property (approximately 13 acres) was formerly used for the storage of modular units and storage containers and is currently vacant, consisting of disturbed land. Because the property is developed and disturbed, it is not known or expected to contain habitat for sensitive species. Redevelopment of the property as proposed by the Project is not expected to cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Nonetheless, biological field work shall occur on the property to document the site's existing biological resources and to determine the presence or absence of biological resources. This information shall be disclosed in the EIR.

The property was developed in the 21<sup>st</sup> century and does not contain any important examples of the major periods of California history or prehistory. There is a small potential for archaeological resources to be present beneath the site, and to be unearthed during the proposed Project's construction operation. A cultural resources report shall be prepared and its results shall be disclosed in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	■			
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*(Source: Project Application Materials)*

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

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■			
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*(Source: Project Application Materials)*

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

## **4.0 REFERENCES**

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## 4.0 REFERENCES

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*This Initial Study was prepared by:*

City of Moreno Valley

Chris Ormsby, AICP, Interim Planning Official

Claudia Manrique, Associate Planner

T&B Planning, Inc.

Tracy Zinn, Principal

David Ornelas, Project Manager

Eric Horowitz, GIS Manager

Cristina Maxey, GIS Analyst

John LaMar, CEQA Analyst

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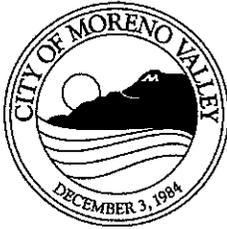
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**Community & Economic Development Department  
Planning Division**  
14177 Frederick Street  
P. O. Box 88005  
Moreno Valley CA 92552-0805  
Telephone: 951.413-3206  
FAX: 951.413-3210

**Date:** March 25, 2014  
**To:** Responsible and Trustee Agents/Interested Organizations and Individuals  
**Subject:** **Notice of Preparation of a Draft Environmental Impact Report**

**Lead Agency:**

CITY OF MORENO VALLEY  
Community & Economic Development Department  
14177 Frederick Street  
PO Box 88005  
Moreno Valley, California 92552  
(951) 413-3225  
Contact: Claudia Manrique, Associate Planner

**EIR Consulting Firm:**

T&B PLANNING, INC.  
17542 East 17<sup>th</sup> Street  
Suite 100  
Tustin, California 92780  
(714) 397-4224  
Contact: Tracy Zinn, Principal

This Notice of Preparation (NOP) includes an Initial Study (IS) that describes the proposed project and the issues to be examined in an Environmental Impact Report (EIR) as required by the California Environmental Quality Act (CEQA). The documentation is provided in the attached CD for your review and comment.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice or April 24, 2014.

Please send your response to Ms. Claudia Manrique at the City of Moreno Valley address shown above. Please include the name, phone number, and address of a contact person in your response. If your agency or organization will be a responsible or trustee agency for this Project, please so indicate.

**Project Title: Modular Logistics Center (Plot Plan PA13-0063)**

**Location:** The City of Moreno Valley is located in the northwestern portion of Riverside County, California. The Project site is located in the southern portion of the City of Moreno Valley, approximately two (2) miles east of Interstate 215 (I-215) and approximately 4.7 miles south of State Route 60 (SR-60). The subject property is located within the geographical limits of the Moreno Valley Industrial Area Plan (Specific Plan (SP) 208), which is an area of the City designated for industrial development. The Project site includes 50.84 gross acres located north of Modular Way, south of Edwin Road, west of Kitching Street, and east of Perris Boulevard. The property lies within Section 32 of Township 3 South, Range 3 West and includes the following Assessor Parcel Numbers: 312-250-030, 312-250-031, 312-250-032, 312-250-036, 312-250-037, 312-250-038.

**Description:** The proposed Project is described in the IS attached to this NOP. The Project includes the following proposed discretionary action by the City of Moreno Valley:

- 1) **Plot Plan PA13-0063.** The proposed Project involves the redevelopment of an underutilized 50.84 gross-acre property. The redevelopment process would involve the demolition and removal of existing industrial buildings and improvements from the subject property, grading and preparation of the site for redevelopment, and construction and operation of a logistics warehouse structure containing 1,109,378 square feet of building space and 256 loading bays. The proposed logistics warehouse building would be constructed to a height of approximately 42 feet above finished grade, with architectural projections reaching a height of up to 47 feet above finished grade. Associated improvements to the property would include, but are not limited to, surface parking areas, drive aisles, utility infrastructure, landscaping, exterior lighting, signage, and water quality/detention basins. The Project also includes frontage improvements along site-adjacent roadways that are not already improved and utility connections within abutting roadways. The Project Applicant is proposing the building on a speculative basis, meaning that the tenant is not yet identified.

## **ENVIRONMENTAL ISSUES TO BE EVALUATED IN THE EIR**

The initial environmental review of projects, such as the proposed Modular Logistics Center project, is normally a three-step process governed by the California Environmental Quality Act (CEQA). The first step is for the lead agency, the City of Moreno Valley, to determine whether a project is exempt from CEQA review. The City has determined that this project is not exempt. The typical second step is the preparation of an IS to determine potential impacts of the project on the environment. If the IS determines that the project has the potential to cause one or more significant environmental impacts, the usual third step is to determine whether or not an EIR must be prepared.

In this case, the City of Moreno Valley has already determined that an EIR will need to be prepared based on the scale of the project and the potential for the project to cause environmental effects. Therefore, an EIR will be prepared to evaluate those effects.

This NOP and the accompanying IS evaluate a submitted Plot Plan application for the development of one (1) approximately 1,109,378 square foot logistics warehouse building on the approximately 50.84 gross-acre Project site.

Based on the information presented in the IS, the following topics will be evaluated in detail in the EIR for the proposed Modular Logistics Center Project:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Noise
- Transportation/Traffic
- Mandatory Findings of Significance

The IS further describes the anticipated scope of the environmental analysis for each issue.

The EIR will address the short- and long-term effects of the Project on the environment. It also will evaluate the potential for the Project to cause direct and indirect growth-inducing impacts, as well as cumulative impacts. Alternatives to the proposed Project will be evaluated that may reduce or avoid environmental impacts that are determined to be significant in the EIR. A mitigation monitoring program will also be developed as required by Section (§) 15150 of the CEQA Guidelines.

The environmental determination in this NOP is subject to a 30-day public review period per Public Resources Code §21080.4 and CEQA Guidelines §15082. During the public review period, public agencies, interested organizations, and individuals have the opportunity to comment on the proposed Project and identify those environmental issues that have the potential to be affected by the Project and should be addressed further by the City of Moreno Valley in the EIR.

### **SCOPING MEETING**

Because the Project meets the CEQA Guidelines §15206 definition of a project having statewide, regional, or areawide significance, the City of Moreno Valley will hold a scoping meeting as specified in CEQA Guidelines §15082(c). The scoping meeting will be held at:

Monday, April 21, 2014  
6:30 PM to 8:30 PM  
City of Moreno Valley, City Hall  
City Council Chambers  
14177 Frederick Street  
Moreno Valley, California 92552

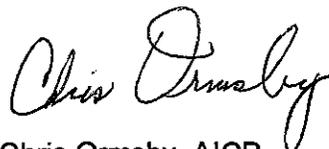
At this meeting, agencies, organizations and members of the public will be able to hear a brief presentation of the project and provide comments on the scope of the environmental review process for the proposed Modular Logistics Center.

Please contact the Community & Economic Development Department at (951) 413-3206 if you have any questions.

Sincerely,



Claudia Manrique  
Associate Planner



Chris Ormsby, AICP  
Interim Planning Official



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

RECEIVED

APR 23 2014

April 24, 2014

CITY OF MORENO VALLEY  
Planning Division

Ms. Claudia Manrique  
City of Moreno Valley  
Community & Economic Development Department  
P.O. Box 88005  
Moreno Valley, CA 92552

## **Notice of Preparation of a CEQA Document for the Modular Logistics Center Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [www.aqmd.gov/ceqa/hdbk.html](http://www.aqmd.gov/ceqa/hdbk.html). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional

significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at:

<http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at:

[http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

#### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html)
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>.

#### **Data Sources**

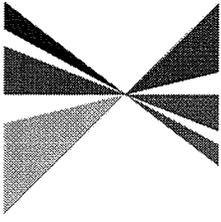
SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov) or call me at (909) 396-3244.

Sincerely,



Ian MacMillan  
Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources



**ASSOCIATION of GOVERNMENTS**

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Transportation

Keith Millhouse, Ventura County

Transportation Commission

April 23, 2014

Ms. Claudia Manrique, Associate Planner  
City of Moreno Valley  
Community & Economic Development Department  
14177 Frederick Street  
P.O. Box 88005  
Moreno Valley, California 92552  
(951) 413-3225

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Modular Logistics Center (Plot Plan PA13-0063) Project [SCAG No. IGR7991]**

Dear Ms. Manrique:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Modular Logistics Center (Plot Plan PA13-0063) Project (proposed project) to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.<sup>1</sup> Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Modular Logistics Center (Plot Plan PA13-0063) Project. The proposed project involves the redevelopment of a property located in the southern portion of the City of Moreno Valley. The redevelopment process would include, among others, construction and operation of a logistics warehouse structure.

**When available, please send environmental documentation to SCAG's office in Los Angeles or by email to [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov) providing, at a minimum, the full comment period for review.** If you have any questions regarding the attached comments, please contact Lijin Sun at (213) 236-1882 or [sunl@scag.ca.gov](mailto:sunl@scag.ca.gov). Thank you.

Sincerely,

Jonathan Nadler,  
Manager, Compliance and Performance Assessment

<sup>1</sup> SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

**COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT FOR THE MODULAR LOGISTICS CENTER  
(PLOT PLAN PA13-0063) PROJECT [SCAG NO. IGR7991]**

**CONSISTENCY WITH RTP/SCS**

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

**2012 RTP/SCS Goals**

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scag.ca.gov>). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

<b>SCAG 2012 RTP/SCS GOALS</b>	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS		
GOAL		ANALYSIS
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness.</i>	<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region.</i>	<i>Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference</i>
etc.		etc.

**RTP/SCS Strategies**

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf> (Tables 4.3 – 4.7, beginning on page 152).

**Regional Growth Forecasts**

The Draft Environmental Impact Report for the Modular Logistics Center (Plot Plan PA13-0063) Project should reflect the most recently adopted SCAG forecasts. To review the most recently adopted SCAG forecasts, please visit <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>, which consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. The forecasts for the region and applicable jurisdiction are below.

Forecast	Adopted SCAG Region Wide Forecasts		Adopted City of Moreno Valley Forecasts	
	Year 2020	Year 2035	Year 2020	Year 2035
Population	19,663,000	22,091,000	213,700	255,200
Households	6,458,000	7,325,000	60,000	72,800
Employment	8,414,000	9,441,000	48,000	64,400

**MITIGATION**

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: <http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf>

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects*. Appendix G can be accessed at: [http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR\\_AppendixG\\_ExampleMeasures.pdf](http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf)



State of California - Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
Inland Deserts Region  
3602 Inland Empire Blvd., Suite C-220  
Ontario, CA 91764  
(909) 484-0459  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

EDMUND G. BROWN, Jr., Governor  
CHARLTON H. BONHAM, Director



April 25, 2014

Ms. Claudia Manrique  
City of Moreno Valley  
14177 Frederick Street  
P.O. Box 88005  
Moreno Valley, CA 92552

Subject: Notice of Preparation for the Modular Logistics Center Project  
Draft Environmental Impact Report  
State Clearinghouse No. 2014031068

Dear Ms. Manrique:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Modular Logistics Center Project (Project) [State Clearinghouse No. 2014031068]. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

#### Project Description

The Project is located in the City of Moreno Valley, north of Modular Way, south of Edwin Road, west of Kitching Street, and east of Perris Boulevard, within the following Assessor Parcel Numbers (APNs): 312-250-030, 312-250-031, 312-250-032, 312-250-036, 312-250-037, and 312-250-038. The proposed project includes the demolition and removal of existing industrial buildings on 38 acres of a 50.84 gross-acre site, and grading and preparation of the site for redevelopment over the entirety of the property (including 12 acres that is currently undeveloped, and may contain biological resources).

#### Biological Resources and Impacts

The CEQA document should contain sufficient, specific, and current biological information on the existing habitat and species at the Project site; measures to minimize

and avoid sensitive biological resources; and mitigation measures to offset the loss of native flora and fauna and State waters. The CEQA document should not defer impact analysis and mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration Agreement.

If state or federal endangered or threatened species have the potential to occur on the Project site, species specific surveys should be conducted using methods approved by the Department or assume the presence of the species throughout the project site. The CEQA document should include recent survey data (CEQA Guidelines Section 15125(a)). The CEQA document should also address species of special concern and federal critical habitat. To assist with review, an accompanying map showing the areas of impact should be included in the subsequent CEQA document. Additional maps detailing the location of endangered, threatened, or special of special concern should also be included in the subsequent CEQA document.

#### Natural Community Conservation Program (NCCP) and California Endangered Species Act (CESA)

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the CESA, and administers the Natural Community Conservation Plan Program (NCCP Program). Within the Inland Deserts Region, the Department issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) per Section 2800, *et seq.*, of the California Fish and Game Code on June 22, 2004. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of covered species in association with activities covered under the permit.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the MSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the MSHCP please go to: <http://www.rctlma.org/mshcp/>.

The proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement. The City of Moreno Valley is the Lead Agency and is signatory to the Implementing Agreement of the MSHCP. The Project is located in the Reche Canyon/Badlands Area Plan of the MSHCP. MSHCP policies and procedures that apply to the proposed project include the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (MSHCP section 6.1.2),

Protection of Narrow Endemic Plant Species (MSHCP section 6.1.3), and Additional Survey Needs and Procedures for burrowing owl and Criteria Area Species (MSHCP section 6.3.2).

#### Lake and Streambed Alteration Program

The Department has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1602 of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the environmental document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <http://www.dfg.ca.gov/habcon/1600/forms.html>.

Although the proposed Project is within the MSHCP, a Notification of Lake or Streambed Alteration may be required by the Department, should the site contain jurisdictional areas, and the Project proposes impacts to these areas. Additionally, the Department's criteria for determining the presence of jurisdictional waters are more comprehensive than the MSHCP criteria in Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools).

The following information will be required for the processing of a Notification of Lake or Streambed Alteration and the Department recommends incorporating this information into the CEQA document to avoid subsequent documentation and project delays. Please note that failure to include this analysis in the project's environmental document could preclude the Department from relying on the Lead Agency's analysis to issue an LSA Agreement without the Department first conducting its own, separate Lead Agency subsequent or supplemental analysis for the project:

- 1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
- 2) Discussion of avoidance and minimization measures to reduce project impacts; and,

- 3) Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance. Please refer to section 15370 of the CEQA Guidelines for the definition of mitigation.

### Cumulative Impacts

The Project is proposed in a densely populated region of southern California. The regional scarcity of biological resources may increase the cumulative significance of Project activities. Cumulative effects analysis should be developed as described under CEQA Guidelines Section 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis.

### Alternatives Analysis

The CEQA document should analyze a range of fully considered and evaluated alternatives to the Project (CEQA Guidelines Section 15126.6). The analysis should include a range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources. The Department considers Rare Natural Communities as threatened habitats, having both local and regional significance. Thus, these communities should be fully avoided and otherwise protected from Project-related impacts. The CEQA document should include an evaluation of specific alternative locations with lower resource sensitivity where appropriate. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat should be addressed.

Please note that the Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

### Department Recommendations

In summary, the Department recommends that the Lead Agency address the following in the DEIR:

1. The CEQA document should quantify impacts to habitats and species as per the informational requirements of CEQA. An accompanying map showing the areas of impact should also be included.
2. The CEQA document should include recent biological surveys for fauna and flora (CEQA Guidelines Section 15125(a)). The Department recommends that the Lead Agency contact the Department's California Natural Diversity Database (CNDDDB) in Sacramento, (916) 327-5960, to obtain current information on any

previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the California Fish and Game Code. If state or federal threatened or endangered species may occur within the project area, species-specific surveys, conducted at the appropriate time of year and time of day, should be included with the CEQA document. Acceptable species-specific surveys have been developed by the Department, and by the U.S. Fish and Wildlife Service, and are accessible through each agencies websites. Assessments for rare plants and rare plant natural communities should follow the Department's 2009 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. If the Department's 2009 guidelines were not used, surveys conducted after the issuance of the 2009 guidance should be updated following the 2009 guidelines. The guidance document is available here:

[http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/protocols\\_for\\_surveying\\_and\\_evaluating\\_impacts.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/protocols_for_surveying_and_evaluating_impacts.pdf)

3. The CEQA document should provide an analysis of habitat conservation plans and natural community conservation plans, including the MSHCP. The CEQA document should include a discussion of how the project will affect reserve assembly; how the Project will affect the goals and objectives of the NCCP; the applicable policies and procedures that pertain to the Project; a discussion of survey requirements; and a list of proposed mitigation measures pursuant to the NCCP. A copy of any documents discussing the Project's consistency with the NCCP (e.g., Determination of Biologically Equivalent or Superior Preservation) should be included with the CEQA document.
4. The analysis in the CEQA document should satisfy the requirements of the Department's Lake and Streambed Alteration Program and CESA (if deemed necessary).
5. The CEQA document should provide a thorough analysis of direct, indirect, and cumulative impacts and identify specific measures to offset such impacts.
6. The CEQA document should analyze a range of fully considered and evaluated alternatives to the Project (CEQA Guidelines Section 15126.6).

In summary, the Department requests that the CEQA document include current information regarding biological resources, adequately address whether the project will be processed through the MSHCP, provide a thorough analysis of cumulative impacts, and provide an alternatives analysis. If you should have any questions pertaining to these comments, please contact Nick Buckmaster at 760-872-1110 or [Nick.Buckmaster.wildlife.ca.gov](mailto:Nick.Buckmaster.wildlife.ca.gov).

Sincerely,



*for* Jeff Brandt  
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento

## NATIVE AMERICAN HERITAGE COMMISSION

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West Sacramento, CA 95691  
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APR 21 2014

CITY OF MORENO VALLEY  
Planning Division

April 16, 2014

Ms. Claudia Manrique, Planner  
**CITY OF MORENO VALLEY**  
14177 Frederick Street  
Moreno Valley, CA 92552-0805

Sent by U.S. Mail

No. of Pages: 4

RE: SCH#2014031068 CEQA Notice of Preparation (NOP)n; draft  
Environmental Impact Report (DEIR) for the **“Modular Logistic Center  
(Plot Plan PA 13-0063)Project;”** located in the City of Moreno Valley;  
Riverside County, California

Dear Ms. Manrique

The Native American Heritage Commission (NAHC) has reviewed the  
above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project  
which includes archeological resources, is a significant effect requiring the  
preparation of an EIR (CEQA guidelines 15064.5(b).. To adequately comply with  
this provision and mitigate project-related impacts on archaeological resources,  
the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the  
identification and evaluation of accidentally discovered archeological resources,  
pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas  
of identified archaeological sensitivity, a certified archaeologist and a culturally  
affiliated Native American, with knowledge in cultural resources, should monitor  
all ground-disturbing activities. Also, California Public Resources Code Section  
21083.2 require documentation and analysis of archaeological items that meet  
the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory  
provisions; then the following may apply: the National Environmental Policy Act (NEPA  
42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16  
U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally  
affiliated Native American tribes to determine if the proposed project may have an  
adverse impact on cultural resources

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

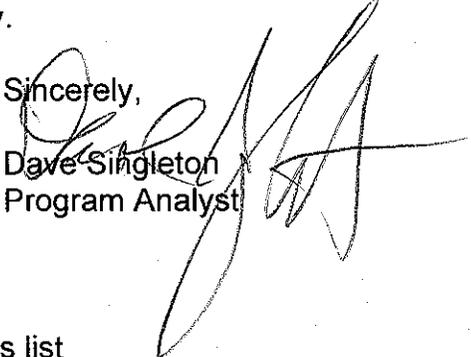
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

  
Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts  
Riverside County California  
April 16, 2014**

Pechanga Band of Mission Indians  
Paul Macarro, Cultural Resources Manager  
P.O. Box 1477 Luiseno  
Temecula , CA 92593  
**(951) 770-8100**  
pmacarro@pechanga-nsn.  
gov  
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670 Cahuilla  
Anza , CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

San Manuel Band of Mission Indians  
Carla Rodriguez, Chairwoman  
26569 Community Center Drive Serrano  
Highland , CA 92346  
(909) 864-8933  
(909) 864-3724 - FAX  
(909) 864-3370 Fax

Santa Rosa Band of Mission Indians  
John Marcus, Chairman  
P.O. Box 391820 Cahuilla  
Anza , CA 92539  
(951) 659-2700  
(951) 659-2228 Fax

Morongo Band of Mission Indians  
William Madrigal, Jr., Cultural Resources Manager  
12700 Pumarra Road Cahuilla  
Banning , CA 92220 Serrano  
**(951) 201-1866 - cell**  
wmadrigal@morongo-nsn.  
gov  
(951) 572-6004 Fax

San Manuel Band of Mission Indians  
Daniel McCarthy, M.S., Director-CRM Dept.  
26569 Community Center. Drive Serrano  
Highland , CA 92346  
(909) 864-8933, Ext 3248  
dmccarthy@sanmanuel-nsn.  
gov  
(909) 862-5152 Fax

Serrano Nation of Mission Indians  
Goldie Walker, Chairwoman  
P.O. Box 343 Serrano  
Patton , CA 92369  
(909) 528-9027 or  
(909) 528-9032

Cahuilla Band of Indians  
Luther Salgado, Chairperson  
PO Box 391760 Cahuilla  
Anza , CA 92539  
Chairman@cahuilla.net  
760-763-5549  
760-763-2631 - Tribal EPA

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014031068; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Modular Logistics Center Project; located in the City of Moreno Valley; Riverside County, California.**

**Native American Contacts  
Riverside County California  
April 16, 2014**

Pechanga Cultural Resources Department  
Anna Hoover, Cultural Analyst  
P.O. Box 2183                      Luiseño  
Temecula , CA 92593  
ahoover@pechanga-nsn.gov  
951-770-8104  
(951) 694-0446 - FAX

Ernest H. Siva  
Morongo Band of Mission Indians Tribal Elder  
9570 Mias Canyon Road        Serrano  
Banning , CA 92220        Cahuilla  
**siva@dishmail.net**  
(951) 849-4676

**SOBOBA BAND OF LUISENO INDIANS**  
Joseph Ontiveros, Cultural Resource Department  
P.O. BOX 487                      Luiseno  
San Jacinto , CA 92581  
jontiveros@soboba-nsn.gov  
(951) 663-5279  
(951) 654-5544, ext 4137  
(951) 654-4198-FAX

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014031068; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Modular Logistics Center Project; located in the City of Moreno Valley; Riverside County, California.**

Johnson Sedlack

ATTORNEYS at LAW

Raymond W. Johnson, Esq., AICP, LEED GA  
Carl T. Sedlack, Esq. Retired  
Abigail A. Smith, Esq.  
Kimberly Foy, Esq.  
Kendall Holbrook, Esq.

26785 Camino Seco, Temecula, CA 92590

E-mail: EsqAICP@gmail.com

Abby.JSLaw@gmail.com  
Kim.JSLaw@gmail.com  
Kendall.JSLaw@gmail.com  
Telephone: (951) 506-9925  
Facsimile: (951) 506-9725

RECEIVED

APR 13 2014

CITY OF MORENO VALLEY  
Planning Division

April 14, 2014

Claudia Manrique  
Associate Planner  
City of Moreno Valley  
14177 Frederick Street  
Moreno Valley, CA 92553  
E-Mail: claudiam@moval.org

VIA US MAIL AND E-MAIL

***RE: Comments on Notice of Preparation and Initial Study for Modular Logistics Center (Plot Plan PA 13-0063)***

Greetings:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) and Initial Study (IS) prepared for the Proposed Modular Logistics Center (Plot Plan PA 13-0063) (the "Project"). Please accept these comments on behalf of Sierra Club and Residents for a Livable Moreno Valley.

The Project proposes development of 1,109,378 square feet of logistics warehousing and 256 loading bays on a 50.84 gross acre site on a site which presently contains industrial buildings. The site is located in the southern portion of the City within the limits of the Moreno Valley Industrial Area Plan (Specific Plan 208), an area designated for industrial development.

At present there are an enormous number of logistics warehouse buildings approved, built, and proposed in Moreno Valley. Many of these buildings remain vacant. Any EIR prepared for this Project should address potential blighting effects from an oversupply of logistics warehousing in the City from development of this Project, as well as impacts from failing to maintain a mix of industry in the City. Notably, while the eastern portion of this site (13 ac) is vacant, the western 38 acres was approved in 2000 for development of an office building, and manufacturing and warehouse building, among other uses and is presently occupied for these uses. This portion of the site was first occupied by metal manufacturing and is currently occupied by Eldorado Stone (stone products sales, shipping and receiving.) As the site stands as one of the remaining non-logistics industrial uses in the City, the EIR should evaluate impacts from eliminating this remaining beacon of diversity within the industrial land use classification.

Cumulative impacts should also be thoroughly considered. With respect to traffic, air quality, health risk, biological resources, water quality, and other effects, cumulative projects should include at least the Shaw Development Company Moreno Valley Distribution Center, First Nandina Logistics, Prologis Eucalyptus, Aldi, Western Realco, First Inland Logistics Center, Walmart, and World Logistics Center.

Health risk impacts from the Project should be modeled along all proposed truck routes for the Project, not merely receptors within 1,000 feet of the Project site. The "source" aka trucks, will pass closer to homes and schools if they travel north from the site. It would be preferable if the Project were developed with curb cutouts and other means to deter trucks from traveling north passed residences on Perris, and were instead directed south to Harley Knox and I-215. Cumulative health risk impacts should be quantified even if the Project individually causes fewer than 10 cancers in 1 million. Health risk impacts should be weighted to account for children at the nearby schools (e.g. El Porter Elementary School 0.35 miles northeast of the Project site).

Hydrology and water quality issues should be addressed where the Project is near Lake Perris, the Perris Valley Storm Drain Channel, and the Moreno Valley Regional Water Reclamation Facility. Cumulative runoff and flooding impacts to the PV Storm Drain Channel should be considered.

Traffic impacts to the state highway network should be evaluated pursuant to Caltrans guidelines. Consideration of only one northbound and one southbound segment of I-215 is improper pursuant to these Guidelines and CEQA where the traffic will likely be traveling to/from the Ports and to other known locales from I-215 to SR-60, I-10, and SR-91. At least two prior environmental documents found the SR-60 interchange at I-215 operating at a deficient LOS. As this Project will contribute trucks to that deficiency, impacts at least as far as that interchange must be considered. Traffic impacts will likely need to be considered at distances greater than 5 miles from the Project site to evaluate impacted roadways and highways.

The EIR should consider an alternative or mitigation measure locating loading bays and roadways to the south and/or east and west so that trucks will pass at a greater distance from residences to the north; and limiting driveway access to Modular Way and Perris Blvd. for the same reasons. An alternative or mitigation incorporating screen walls around the entire building to reduce health risks from diesel PM and reduce aesthetic impacts from a chain link fence should also be considered.

Additional alternatives should be considered in the EIR. An alternative developing other industrial uses (e.g. manufacturing) across the entire site should be considered.

Traffic and truck emissions associated with the import of 26,000 cubic yards of soils should be considered.

The EIR should evaluate agricultural impacts where the site evidently contains land categorized as Farmland of Local Importance.

Potential impacts to raptors and burrowing owl should be considered and avoided or mitigated.

Impacts to geology/soils should be considered in the EIR. The IS discloses the geotechnical report identified unstable soils onsite including those subject to collapse and some medium expansive soils, among other issues. These potentially significant effects, and any mitigation measures required therefor, should be disclosed in an EIR.

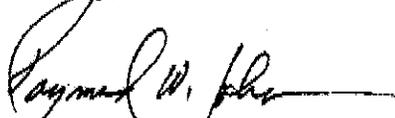
Construction noise impacts should be quantified and disclosed in the EIR.

Electricity supply and water supply needs of the building should be disclosed in the EIR, particularly given the effects of these demands on GHGs/ climate change and water supply.

If the Project is reliant on recycling of construction debris, it should be conditioned to reuse onsite or recycle the 97% estimated, or close to that number.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Raymond W. Johnson", with a long horizontal flourish extending to the right.

Raymond W. Johnson  
JOHNSON & SEDLACK

Johnson & Sedlack

ATTORNEYS at LAW

Raymond W. Johnson, Esq., AICP, LEED GA 26785 Camino Seco, Temecula, CA 92590  
Carl T. Sedlack, Esq. Retired  
Abigail A. Smith, Esq.  
Kimberly Foy, Esq.  
Kendall Holbrook, Esq.

E-mail: EsqAICP@gmail.com

Abby.JSLaw@gmail.com  
Kim.JSLaw@gmail.com  
Kendall.JSLaw@gmail.com  
Telephone: (951) 506-9925  
Facsimile: (951) 506-9725

April 7, 2014

Claudia Manrique  
Associate Planner  
City of Moreno Valley  
14177 Frederick Street  
Moreno Valley, CA 92553  
E-Mail: claudiam@moval.org

**VIA US MAIL AND E-MAIL**

***RE: Comments on Notice of Preparation and Initial Study for Modular Logistics Center (Plot Plan PA 13-0063)***

Greetings:

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Thank you for your consideration of these comments.

Sincerely,



Raymond W. Johnson  
JOHNSON & SEDLACK

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

PLANNING (MS 722)

464 WEST 4<sup>th</sup> STREET, 6<sup>th</sup> Floor

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-5936

TTY (909) 383-6300

www.dot.ca.gov/dist8

*Flex your power!  
Be energy efficient!***RECEIVED**

APR - 7 2014

CITY OF MORENO VALLEY  
Planning Division

April 2, 2014

Claudia Manrique  
City of Moreno Valley  
Planning Department  
14177 Frederick Street  
Moreno Valley, CA 92552-0805

Modular Logistics Center (Plot Plan PA13-0063) SCH#2014031068 (Riv 215 PM R31.83)

Ms. Manrique,

We have completed our initial review for the above mentioned proposal to construct and operation of one logistics warehouse building having 1,109,378 square feet of building space, with 256 loading bays. The site includes truck and passenger car parking areas, screen walls, water quality/detention basins, and landscaping.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Moreno Valley due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

We recommend the following to be provided:

**Traffic Study**

- A Traffic Impact Study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities and to propose appropriate mitigation measures. The study should be based on Caltrans' *Guide for the Preparation of Traffic Impact Studies (TIS)* which is located at the following website:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

1. further away from the project is typically not required because a project's potential impacts to the SHS dissipate to less than significant levels as traffic disperses throughout the transportation system.
- The data used in the TIS should not be more than 2 years old.

- The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- Traffic Analysis Scenarios should clearly be exhibited as exiting, existing + project, existing + project + cumulative, and existing + project + cumulative + ambient growth.
- Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.
- The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".
- Clearly indicate LOS with and without improvements.
- It is recommended that the Synchro Analysis includes all intersections from the Project site to the proposed study areas. A PHF of 0.92 in urban areas is recommended to be used in the Synchro Analysis.
- All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- Proposed improvements should be exhibited in preliminary drawings that indicate the LOS with improvements.
- **Submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file.**

Ms. Manrique  
April 2, 2014  
Page 3

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Kopulsky", written in a cursive style.

DANIEL KOPULSKY  
Office Chief  
Community and Regional Planning



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

RECEIVED

MAR 21 2014

CITY OF MORENO VALLEY  
Planning Division

21 March 2014

MEMORANDUM FOR CITY OF MORENO VALLEY  
ATTN: CLAUDIA MANRIQUE, CASE PLANNER  
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT  
PLANNING DIVISION  
14177 FREDERICK STREET  
P. O. BOX 88005  
MORENO VALLEY CA 92552-0805

FROM: 452d Mission Support Group/Civil Engineers  
Base Operating Support  
610 Meyer Drive Bldg 2403  
March ARB CA 92518-2166

SUBJECT: Modular Logistics Center – Case Number PA13-0063 Plot Plan and P13-139 EIR

1. In order to officially register our comments after the fact, the March Air Reserve Base (MARB) review of the proposal to develop a 1,109,378 square-foot warehouse on a 50.68 acre parcel located at the intersection of San Michele Road and Perris Boulevard is provided in this memorandum.
2. This development is consistent with compatible land use and MARB mission operations at the proposed location.
3. To help eliminate any potential effects on aircraft operations at MARB, none of the project site improvements and/or architectural features shall create:
  - Glare or distracting lights which could be mistaken for airport lights
  - Sources of dust, steam, or smoke which may impair pilot visibility
  - Sources of electronic interference with aircraft communications or navigation
4. Thank you for the opportunity to review and comment on this proposed development. If you have questions please contact Ms. Denise Hauser at (951) 655-4862 or Mr. Jon Wreschinsky at (951) 655-2236.

PAMELA M. HANN  
Base Civil Engineer



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

Notice of Preparation

March 25, 2014

RECEIVED

MAR 27 2014

CITY OF MORENO VALLEY  
Planning Division

To: Reviewing Agencies

Re: Modular Logistics Center (Plot Plan PA13-0063)  
SCH# 2014031068

Attached for your review and comment is the Notice of Preparation (NOP) for the Modular Logistics Center (Plot Plan PA13-0063) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Claudia Manrique**  
City of Moreno Valley  
14177 Frederick Street  
PO Box 88055  
Moreno Valley, CA 92552-0805

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2014031068  
**Project Title** Modular Logistics Center (Plot Plan PA13-0063)  
**Lead Agency** Moreno Valley, City of

---

**Type** NOP Notice of Preparation  
**Description** The proposed Modular Logistics Center (Plot Plan PA13-0063) involves the construction and operation of one logistics warehouse building having 1,109,378 sf of building space, with 256 loading bays. Other features of the site plan include truck and passenger car parking areas, screen walls, water quality/detention basins, and landscaping. The site is partially developed with industrial land uses under existing conditions. Existing site improvements would be demolished.

---

**Lead Agency Contact**

**Name** Claudia Manrique  
**Agency** City of Moreno Valley  
**Phone** 951 413 3225 **Fax**  
**email**  
**Address** 14177 Frederick Street  
PO Box 88055  
**City** Moreno Valley **State** CA **Zip** 92552-0805

---

**Project Location**

**County** Riverside  
**City** Moreno Valley  
**Region**  
**Cross Streets** Perris Boulevard and Modular Way  
**Lat / Long** 33° 51' 56" N / 117° 13' 18" W  
**Parcel No.**  
**Township** 3S **Range** 3W **Section** 32 **Base** SBB&M

---

**Proximity to:**

**Highways** I-215  
**Airports** March ARB  
**Railways** BNSF  
**Waterways** Lake Perris, Perris Valley Channel  
**Schools** EI Portero ES  
**Land Use** Industrial and Vacant / Industrial

---

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Noise; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Growth Inducing; Cumulative Effects; Other Issues

---

**Reviewing Agencies** Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 6; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol Caltrans, District 8; Air Resources Board; Air Resources Board, Major Industrial Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

---

**Date Received** 03/25/2014 **Start of Review** 03/25/2014 **End of Review** 04/23/2014

**NOP Distribution List**

<input type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Wildlife Region 1E Laurie Harnsberger	<input type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways Nicole Wong	<input type="checkbox"/> Fish & Wildlife Region 2 Jeff Drongesen	<input checked="" type="checkbox"/> Public Utilities Commission Leo Wong	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Wildlife Region 3 Charles Armor	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Tanya Trujillo	<input type="checkbox"/> Fish & Wildlife Region 4 Julie Vance	<input type="checkbox"/> State Lands Commission Jennifer Deleong	<input type="checkbox"/> Caltrans, District 11 Jacob Armstrong	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Elizabeth Carpenter	<input type="checkbox"/> Fish & Wildlife Region 5 Leslie Newton-Reed Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 12 Maureen El Harake	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> California Energy Commission Eric Knight	<input checked="" type="checkbox"/> Fish & Wildlife Region 6 Gabriana Gatchel Habitat Conservation Program	<u>Business, Trans. &amp; Housing</u>	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Cal Fire Dan Foster	<input type="checkbox"/> Fish & Wildlife Region 6 I/M Heidi Sickler Inyo/Mono, Habitat Conservation Program	<input checked="" type="checkbox"/> Caltrans - Division of Aeronautics Philip Crimmins	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Central Valley Flood Protection Board James Herota	<input type="checkbox"/> Dept. of Fish & Wildlife M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> All Projects CEQA Coordinator	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input checked="" type="checkbox"/> Office of Historic Preservation Ron Parsons	<u>Other Departments</u>	<input checked="" type="checkbox"/> California Highway Patrol Suzann Ikeuchi Office of Special Projects	<input type="checkbox"/> Transportation Projects Nesamani Kalandiyur	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Dept. of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Food & Agriculture Sandra Schubert Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development CEQA Coordinator Housing Policy Division	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> California Department of Resources, Recycling & Recovery Sue O'Leary	<input type="checkbox"/> Dept. of General Services Public School Construction	<u>Dept. of Transportation</u>	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input checked="" type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of General Services Anna Garbelf Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input checked="" type="checkbox"/> Dept. of Water Resources Agency Nadell Gayou	<input type="checkbox"/> Dept. of Public Health Jeffery Worth Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Phil Crader Division of Water Rights	<input type="checkbox"/> Other _____
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Delta Stewardship Council Kevan Samsam	<input type="checkbox"/> Caltrans, District 3 Gary Arnold	<input checked="" type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> Conservancy
<input type="checkbox"/> Dept. of Fish & Wildlife Scott Flint Environmental Services Division	<u>Independent Commissions, Boards</u>	<input type="checkbox"/> Caltrans, District 4 Erik Alm	<input type="checkbox"/> Department of Pesticide Regulation CEQA Coordinator	
<input type="checkbox"/> Fish & Wildlife Region 1 Donald Koch	<input type="checkbox"/> Delta Protection Commission Michael Machado	<input type="checkbox"/> Caltrans, District 5 David Murray		
	<input type="checkbox"/> Cal EMA (Emergency Management Agency)	<input type="checkbox"/> Caltrans, District 6 Michael Navarro		
		<input type="checkbox"/> Caltrans, District 7 Dianna Watson		

# Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 20140310

Project Title: Modular Logistics Center (Plot Plan PA13-0063)

Lead Agency: City of Moreno Valley Contact Person: Claudia Manrique  
Mailing Address: 14177 Frederick Street, P.O. Box 88055 Phone: (951) 413-3225  
City: Moreno Valley Zip: 92552 County: Riverside

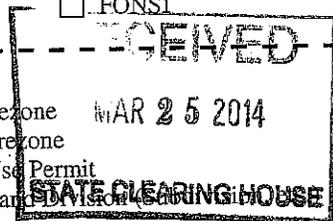
Project Location: County: Riverside City/Nearest Community: Moreno Valley  
Cross Streets: Perris Boulevard and Modular Way Zip Code: 92551  
Longitude/Latitude (degrees, minutes and seconds): 33 ° 51 ' 56 " N / 117 ° 13 ' 18 " W Total Acres: 50.84  
Assessor's Parcel No.: \* See bottom of page Section: 32 Twp.: 3 South Range: 3 West Base: San Bern.  
Within 2 Miles: State Hwy #: I-215 Waterways: Lake Perris, Perris Valley Channel  
Airports: March ARB Railways: BNSF Schools: EI Portero Elementary

### Document Type:

- |   |  |                                    |  |
|---|--|------------------------------------|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR                 | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons           | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA        | <input type="checkbox"/> Final Document        |
| <input type="checkbox"/> Neg Dec              | (Prior SCH No.) _____                              | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____          |
| <input type="checkbox"/> Mit Neg Dec          | Other: _____                                       | <input type="checkbox"/> FONSI     |  |

### Local Action Type:

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update    | <input type="checkbox"/> Specific Plan            | <input type="checkbox"/> Rezone          | <input type="checkbox"/> Annexation     |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan              | <input type="checkbox"/> Prezone         | <input type="checkbox"/> Redevelopment  |
| <input type="checkbox"/> General Plan Element   | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit      | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan         | <input checked="" type="checkbox"/> Site Plan     | <input type="checkbox"/> Land Use Change | <input type="checkbox"/> Other: _____   |



### Development Type:

- |  |  |
|--|--|
| <input type="checkbox"/> Residential: Units _____ Acres _____  | <input type="checkbox"/> Transportation: Type _____            |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____                                  | <input type="checkbox"/> Mining: Mineral _____                 |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____                              | <input type="checkbox"/> Power: Type _____ MW _____            |
| <input checked="" type="checkbox"/> Industrial: Sq.ft. <u>1.1m</u> Acres <u>50.84</u> Employees <u>594</u> | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____  | <input type="checkbox"/> Hazardous Waste: Type _____           |
| <input type="checkbox"/> Recreational: _____   | <input type="checkbox"/> Other: _____                          |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____  |  |

### Project Issues Discussed in Document:

- |  |  |   |  |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual         | <input type="checkbox"/> Fiscal                      | <input type="checkbox"/> Recreation/Parks                           | <input checked="" type="checkbox"/> Vegetation                   |
| <input type="checkbox"/> Agricultural Land                   | <input type="checkbox"/> Flood Plain/Flooding        | <input type="checkbox"/> Schools/Universities                       | <input type="checkbox"/> Water Quality                           |
| <input checked="" type="checkbox"/> Air Quality              | <input type="checkbox"/> Forest Land/Fire Hazard     | <input type="checkbox"/> Septic Systems                             | <input type="checkbox"/> Water Supply/Groundwater                |
| <input checked="" type="checkbox"/> Archeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic | <input type="checkbox"/> Sewer Capacity                             | <input type="checkbox"/> Wetland/Riparian                        |
| <input checked="" type="checkbox"/> Biological Resources     | <input type="checkbox"/> Minerals                    | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Growth Inducement            |
| <input type="checkbox"/> Coastal Zone                        | <input checked="" type="checkbox"/> Noise            | <input type="checkbox"/> Solid Waste                                | <input type="checkbox"/> Land Use                                |
| <input type="checkbox"/> Drainage/Absorption                 | <input type="checkbox"/> Population/Housing Balance  | <input checked="" type="checkbox"/> Toxic/Hazardous                 | <input checked="" type="checkbox"/> Cumulative Effects           |
| <input type="checkbox"/> Economic/Jobs                       | <input type="checkbox"/> Public Services/Facilities  | <input checked="" type="checkbox"/> Traffic/Circulation             | <input checked="" type="checkbox"/> Other: <u>Greenhouse Gas</u> |

### Present Land Use/Zoning/General Plan Designation:

Industrial and Vacant/Industrial

### Project Description: (please use a separate page if necessary)

The proposed Modular Logistics Center (Plot Plan PA13-0063) involves the construction and operation of one (1) logistics warehouse building having 1,109,378 square feet of building space, with 256 loading bays. Other features of the site plan include truck and passenger car parking areas, screen walls, water quality/detention basins, and landscaping. The site is partially developed with industrial land uses under existing conditions. Existing site improvements would be demolished.

\*APNs: 312-250-030, 312-250-031, 312-250-032, 312-250-036, 312-250-037, 312-250-038.

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board                 | <input type="checkbox"/> Office of Historic Preservation                               |
| <input type="checkbox"/> Boating & Waterways, Department of             | <input type="checkbox"/> Office of Public School Construction                          |
| <input type="checkbox"/> California Emergency Management Agency         | <input type="checkbox"/> Parks & Recreation, Department of                             |
| <input type="checkbox"/> California Highway Patrol                      | <input type="checkbox"/> Pesticide Regulation, Department of                           |
| <input checked="" type="checkbox"/> Caltrans District #8                | <input type="checkbox"/> Public Utilities Commission                                   |
| <input type="checkbox"/> Caltrans Division of Aeronautics               | <input checked="" type="checkbox"/> Regional WQCB #8                                   |
| <input type="checkbox"/> Caltrans Planning                              | <input type="checkbox"/> Resources Agency  |
| <input type="checkbox"/> Central Valley Flood Protection Board          | <input type="checkbox"/> Resources Recycling and Recovery, Department of               |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy             | <input type="checkbox"/> S.F. Bay Conservation & Development Comm.                     |
| <input type="checkbox"/> Coastal Commission                             | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy           |
| <input type="checkbox"/> Colorado River Board                           | <input type="checkbox"/> San Joaquin River Conservancy                                 |
| <input type="checkbox"/> Conservation, Department of                    | <input type="checkbox"/> Santa Monica Mtns. Conservancy                                |
| <input type="checkbox"/> Corrections, Department of                     | <input type="checkbox"/> State Lands Commission  |
| <input type="checkbox"/> Delta Protection Commission                    | <input type="checkbox"/> SWRCB: Clean Water Grants                                     |
| <input type="checkbox"/> Education, Department of                       | <input type="checkbox"/> SWRCB: Water Quality  |
| <input type="checkbox"/> Energy Commission                              | <input type="checkbox"/> SWRCB: Water Rights   |
| <input checked="" type="checkbox"/> Fish & Game Region #6               | <input type="checkbox"/> Tahoe Regional Planning Agency                                |
| <input type="checkbox"/> Food & Agriculture, Department of              | <input checked="" type="checkbox"/> Toxic Substances Control, Department of            |
| <input type="checkbox"/> Forestry and Fire Protection, Department of    | <input type="checkbox"/> Water Resources, Department of                                |
| <input type="checkbox"/> General Services, Department of                | <input checked="" type="checkbox"/> Other: South Coast Air Quality Management District |
| <input type="checkbox"/> Health Services, Department of                 | <input type="checkbox"/> Other: _____  |
| <input type="checkbox"/> Housing & Community Development                |  |
| <input checked="" type="checkbox"/> Native American Heritage Commission |  |

### Local Public Review Period (to be filled in by lead agency)

Starting Date March 25, 2014 Ending Date April 24, 2014

### Lead Agency (Complete if applicable):

Consulting Firm: <u>T&amp;B Planning, Inc</u>	Applicant: <u>Kearny Modular Way, LLC</u>
Address: <u>17542 E. 17th Street, Suite 100</u>	Address: <u>1900 Avenue of the Stars, Suite 320</u>
City/State/Zip: <u>Tustin, CA 92780</u>	City/State/Zip: <u>Los Angeles, CA 90067</u>
Contact: <u>Tracy Zinn</u>	Phone: <u>310-203-1861</u>
Phone: <u>714-397-4224</u>	

Signature of Lead Agency Representative: \_\_\_\_\_ Date: \_\_\_\_\_

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

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Nancy Arnold  
2421 W. Grivey Avenue  
Anahiem, CA 92804

APN: 312-250-0016

Doyle Tucker  
C/O Moreno Valley Tow  
17007 Kitching Street  
Moreno Valley, CA 92551-9525

APN: 312-250-021

Eastern Municipal Water District  
P.O. Box 8300  
Perris, CA 92572

APN: 312-260-009

Margaret Greubel  
P.O. Box 782  
Rancho Santa Fe, CA 92067

APN: 316-190-037

Connie Tucker  
C/O Moreno Valley Tow  
17007 Kitching Street  
Moreno Valley, CA 92551-9525  
APN: 312-250-021

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Charles A. Maciel  
18950 Newman Avenue  
Riverside, CA 92508

APN: 312-250-017

Walgreen Company  
C/O Real Estate Tax Dept. Store 00012  
P.O. Box 1159  
Deerfield, IL 60015

APN: 312-250-043

Chis Hong Wen  
10411 Jerome Street  
Villa Park, CA 92861

APN: 316-190-009

First Industrial  
311 S Wacker Drive  
Chicago, IL 60606

APN: 316-200-019

Thomas Greubel  
P.O. Box 782  
Rancho Santa Fe, CA 92067

APN: 316-190-037

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APN: 312-250-048

Mei Lung Wen  
10411 Jerome Street  
Villa Park, CA 92861

APN: 316-190-009

William Arnold  
2421 W. Grivey Avenue  
Anahiem, CA 92804

APN: 312-250-0016

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# **Modular Logistics Center Mailing List (DISK) NOP**

RIVERSIDE COUNTY FLOOD  
CONTROL & WATER  
1995 Market Street  
Riverside, CA 92504

RIVERSIDE TRANSIT AGENCY  
Attn: Cis Leroy  
1825 Third Street  
Riverside, CA 92507

MORENO VALLEY  
UNIFIED SCHOOL DISTRICT  
Attn: Facilities Planning/ Mr. Robert Crank  
25634 Alessandro Blvd.  
Moreno Valley, CA 92553

SOUTHERN CALIFORNIA EDISON  
Attn: Greg Hasty  
26100 Menifee Rd.  
Menifee, Ca 92585

SOUTHERN CALIFORNIA GAS CO.  
Attn: Kevin Kuennen, Environmental  
Specialist  
P. O. Box 3003  
Redlands, CA 92373-0306

Waste Mgmt of the Inland Empire  
Attn: William J. Arlington, Jr.  
17700 Indian Avenue  
Moreno Valley, CA 92551

EMWD WATER & SEWER  
Attn: Customer Service  
P. O. Box 8300  
Perris, CA 92572

U. S. POSTAL SERVICE  
Customer Service Analysis Room  
Processing and Distribution Center  
P. O. Box 19001  
San Bernardino, CA 92423-9001

MJPA – PLANNING  
Attn: Dan Fairbanks  
23555 Meyer Drive  
Riverside, CA 92518

STATE OF CALIFORNIA  
DEPT. OF FISH AND GAME  
Inland Deserts Region, Regional Office  
3602 Inland Empire Boulevard, Suite C-220  
Ontario, CA 91764

STATE OF CALIFORNIA  
DEPT. OF TRANSPORTATION  
Attn: Mike Sims MS 727  
464 West 4<sup>th</sup> Street, Sixth Floor  
San Bernardino, CA 92401-1400

STATE OF CALIFORNIA  
DEPT. OF WATER RESOURCES  
Attn: Monique Getts  
1416 9<sup>th</sup> Street, Suite 1311  
Sacramento, CA 95814

UCR ARCHAEOLOGICAL  
RESEARCH UNIT  
University of California  
Riverside, 92521-0418

COUNTY OF RIVERSIDE  
PLANNING DEPARTMENT  
4080 Lemon Street, 2<sup>nd</sup> Floor  
Riverside, CA 92502

U. S. ARMY CORPS OF ENGINEERS  
ATTN: REGULATORY  
P. O. Box 532711  
Los Angeles, CA 90053-2325

U. S. FISH AND WILDLIFE SERVICE  
Palm Springs Field Office  
777 E. Tahquitz Canyon Way, Suite 208  
Palm Springs, CA 92262

REGIONAL WATER QUALITY  
CONTROL BOARD  
3737 Main Street, Suite 500  
Riverside, CA 92501

SOUTH COAST AIR QUALITY  
MANAGEMENT DISTRICT  
C/o Dr. Steve Smith, Program Supervisor  
21865 E. Copley Drive  
Diamond Bar, CA 91765

CITY OF RIVERSIDE  
Attn: Planning Department  
3900 Main Street  
Riverside, CA 92522

Audubon Society  
State Office  
Audubon California  
765 University Avenue  
Sacramento, CA 95825

VERIZON  
Attn: Engineering Dept/Control Desk  
9 South Fourth Street  
Redlands, CA 92373-4738

Southern California Area of Governments  
c/o Huasha Liu, Manager  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017

Center for Biological Diversity  
Kassie R. Siegel  
Climate, Air, and Energy Program Director  
P.O. Box 549  
Joshua Tree, CA 92252-0549

Sierra Club  
c/o George Hague  
26711 Ironwood Avenue  
Moreno Valley, CA 92555

CITY OF PERRIS  
Attn: Planning Department  
101 North "D" Street  
Perris, CA 92370

Friends of the Northern San Jacinto Valley  
P.O. Box 4266  
Idyllwild CA 92549

State of California  
State Clearinghouse  
Office of Planning and Research  
1400 Tenth Street  
P. O. Box 3044  
Sacramento, California 95812-3044

Center for Community Action and  
Environmental Justice  
P.O. Box 33124  
Riverside, CA 92519

RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION  
County Regional Complex  
4080 Lemon Street, 3rd Floor  
Riverside, CA 92502

MARB - Planning

Attn: Denise Hauser / Donald Chase

610 Meyer Drive, Bldg. 2403

March ARB, CA 92518-2166