

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

City of Moreno Valley

Initial Study:

First Nandina Logistics Center

(Plot Plan PA13-0037 and Tentative Parcel Map PA13-0038)

Prepared for:

City of Moreno Valley
Planning Division
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November 19, 2013

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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 inform themselves of the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the general public an opportunity to comment on the information.

This Initial Study (IS) assesses the potential for physical environmental impacts to occur associated with implementation of the proposed First Nandina Logistics Center project (the “Project”). The Project proposes the construction and operation of one warehouse building containing 1,450,000 s.f. of interior floor space on a 72.9-acre property in the City of Moreno Valley, Riverside County, California. The 72.9-acre property is located within the boundaries of the Moreno Valley Industrial Area Plan (MVIAP, Specific Plan 208) at the southwest corner of Indian Street and Nandina Avenue in the City of Moreno Valley.

As part of the City’s permitting and CEQA compliance process, the proposed Project is required to undergo an initial environmental review pursuant to CEQA Guidelines Section 15063. This IS serves as a preliminary analysis prepared by the City of Moreno Valley acting in its capacity as a CEQA Lead Agency to determine the level of environmental review and analysis that will be required for the Project, which could consist of any of the following: 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 significant effects on the environment that were not previously disclosed as part of a prior CEQA document and concludes that significant adverse impacts cannot be avoided, reduced, or mitigated to below established thresholds of significance, the public agency is required to prepare an EIR and balance the project’s environmental concerns 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 have the potential to 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
- Hazards & Hazardous Materials
- Noise
- Transportation/Traffic
- Mandatory Findings of Significance

Based on the results of 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 or may not be available to reduce all of those effects to below established thresholds of significance. Accordingly, and pursuant to Section 15063(b)(1) of the CEQA Guidelines, an EIR will be prepared for the Project and will focus on the issue areas listed above.

1.3 Organization of this Initial Study

This IS includes the following sections:

Section 1.0, Introduction, provides information about CEQA and the requirements for environmental review and explains that an EIR will be prepared for the Project.

Section 2.0, Project Description and Setting, provides information about the Project's location and planning objectives and also includes a description of the proposed Project's physical features and construction and operational characteristics.

Section 3.0, Environmental Checklist, includes the CEQA Environmental Checklist and evaluates the 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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2.1 Project Overview

The proposed Project involves the construction and operation of one warehouse building on a 72.9-acre property located at the southwest corner of Indian Street at Nandina Avenue in the City of Moreno Valley, Riverside County, California. The Project Applicant is pursuing the Project on a speculative basis, meaning that the 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

Historically, a majority of the proposed Project site has been used for agricultural production. In the 1970s, the eastern portion of the site (i.e., along the site's frontage with Indian Street) was developed with several single-family residences and agricultural support uses. In the 1980s, a residential use and agricultural support uses were constructed in the central portion of the property. In 2006, approximately 5.1 acres of the site, located in the northeastern portion of the site along Nandina Avenue and adjacent to the eastern alignment of Mueller Lane, was developed with four warehouse buildings. The remainder of the site is undeveloped and is no longer used for agricultural production. In 2013, two single-family residences located in the central and southeastern portions of the property were demolished and cleared from the property. The northeastern corner of the site contains remnants (i.e., building foundations) of residential and agricultural structures that were previously demolished.

The proposed Project site is located within the geographical limits of the Moreno Valley Industrial Area Plan (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 Moreno Valley Industrial Area Plan 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 (SP 208, 2002). The pace of industrial development in the SP 208 area was very slow until about 2007 when the warehouse distribution industry realized the potential to locate distribution warehouse facilities in this location. The SP 208 Industrial land use classification is applied to the 72.9-acre First Nandina 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). This IS evaluates site-specific applications for development of the Project site that were submitted to the City of Moreno Valley in July 2013, as described below in Subsection 2.5. The currently proposed Project would involve development of the 72.9-acre site with a 1,450,000 of industrial warehouse building having 225 dock doors, truck and passenger car parking areas, detention basins, and an open space area.

2.3 Project Location

The City of Moreno Valley is located in the northwestern portion of Riverside County, California. The proposed Project site is located in the southern portion of the City of Moreno Valley, about 1.0 mile east of Interstate 215 and 5.1 miles south of State Route 60. 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 72.9 acres located south of Nandina Avenue, east of Heacock Street, west of Indian Street, and north of Grove View Road. The property lies within Section 31 of Township 3 South, Range 4 West of the San Bernardino Baseline and Meridian, and includes the following Assessor Parcel Numbers:

- 316-210-002
- 316-210-003
- 316-210-004
- 316-210-005
- 316-210-006
- 316-210-007
- 316-210-008
- 316-210-009
- 316-210-010
- 316-210-011
- 316-210-051
- 316-210-055

2.4 Environmental Setting and Surrounding Land Uses

The proposed 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 an approximate elevation of approximately 1,477 feet above mean sea level (amsl) in the northwest corner and approximately 1,467 feet amsl in the southeast corner, with an overall topographic relief of approximately ten feet.

The western half of the site (approximately 38.5 acres) is undeveloped and routinely maintained (i.e., disced) to remove vegetation from the site that may pose a wildland fire hazard. Although the western portion of the site was historically used for agricultural production, agricultural activities on-site ceased in approximately 2002. In the northeastern portion of the site along Nandina Avenue and adjacent to the eastern alignment of Mueller Lane is an existing industrial property with five warehouse buildings. Southerly of this industrial use are numerous portable office buildings and ornamental landscaping/trees associated with a residential building that was demolished in 2013. The southeastern corner of the site contains ornamental landscaping/trees associated with a residence and residential outbuildings that were demolished in 2013, along with a large gravel area that is used for truck parking. The remaining portions of the site are undeveloped and routinely disced; the northeastern corner of the site contains several concrete foundations associated with residential and agricultural buildings that were previously demolished.

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. The property to the north of the Project site consists of an undeveloped parcel and a large existing warehouse building that does not currently have a tenant. To the northeast of the site (i.e., easterly of Indian Street and northerly of Nandina Avenue) are commercial and industrial properties that include truck trailer parking, an automobile repair shop, and manufacturing (Modular Metal Fabricators, Inc.), with several existing large warehouse buildings northerly and easterly of the commercial and industrial uses (currently occupied by O'Reilly Auto Parts, Harbor Freight Tools, and Walgreens). To the east of the Project site on the eastern edge of Indian Street is an undeveloped parcel along with several large industrial buildings

associated with the Moreno Valley Solid Waste Transfer Station, with several existing large warehouse buildings easterly of the Moreno Valley Solid Waste Transfer Station (currently occupied by Harman Kardon, Masonite, and Philips Consumer Electronics). To the southeast of the site are several undeveloped properties. To the south of the Project site are several undeveloped properties, with a large industrial building (currently occupied by iHerb.com) located at the northwestern corner of Indian Street and the future alignment of Oleander Avenue. Abutting the Project site on the west is the March Air Reserve Base (ARB), with a runway occurring approximately 1,085 feet west of the site. With exception of the March ARB, all undeveloped properties surrounding the proposed Project site are designated for industrial development pursuant to the City’s General Plan and MVIAP.

There are no existing school facilities located within one mile of the Project site. The nearest school facility is the Mary McLeod Bethune Elementary School, located approximately 1.2 miles to the northeast at the southwest corner of the intersection of Krameria Avenue and Kitching Street.

2.5 Description of the Proposed Project

The proposed Project consists of applications for a Tentative Parcel Map (PA13-0038) and Plot Plan (PA13-0037) to implement the proposed Project. No other discretionary actions are required on the part of the City 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 Tentative Parcel Map (TPM) and Plot Plan applications.

2.5.1 Tentative Parcel Map PA13-0038

As shown on Figure 2-6, *Tentative Parcel Map PA13-0038*, the Tentative Parcel Map (TPM) would consolidate the existing twelve (12) parcels on-site into one large parcel. The TPM also proposes to vacate an existing unnecessary easement for Nandina Avenue and dedicate right-of-way for several public roads, as shown in Table 2-1, *Tentative Parcel Map PA13-0038 Lot Area Summary*. As shown in Table 2-1, the proposed Project site encompasses approximately 72.9 acres under existing conditions. With the vacation of the unnecessary Nandina Avenue easement, dedication of public roadway rights-of-way, and following approval of the TPM, the Project site would measure approximately 71.5 net acres in size.

Table 2-1 Tentative Parcel Map PA13-0038 Lot Area Summary

GROSS AREA	3,174,995 S.F.	72.888 AC.
NANDINA VACATION (1)	6,763 S.F.	0.155 AC.
NANDINA EXIST. ESMT (N)	11,541 S.F.	0.265 AC.
INDIAN STREET DEDICATION (2)	9,330 S.F.	0.214 AC.
GROVE VIEW ROAD DEDICATION (3)	33,229 S.F.	0.763 AC.
HEACOCK DEDICATION (4)	14,732 S.F.	0.338 AC.
CORNER CUTOFF DEDICATION (5)	294 S.F.	0.007 AC.
NET AREA: GROSS AREA+ (1) - (2) - (3) - (4) - (5) - (N)	3,112,632 S.F.	71.456 AC.

The TPM also shows the intended location of the proposed industrial warehouse building and other site improvements. As shown on Figure 2-6, the Project proposes a total of 1,450,000 square feet (s.f.) of building area, comprising 1,383,210 s.f. of building area (including 10,000 s.f. of office space, 2,000 s.f. for a shipping/receiving office, and 1,371,210 s.f. of warehouse space) and 66,790 s.f. of mezzanine space served by 225 dock doors.

Additionally, the TPM depicts areas devoted to parking. A total of 423 automobile parking spaces are provided (including nine handicap stalls), along with 410 truck trailer parking stalls. Automobile parking areas would be concentrated along the eastern portion of the proposed building, with a smaller parking area positioned at the northwest corner of the site. Truck trailer parking areas would be provided along the north and south sides of the proposed building.

As shown on Figure 2-7, TPM PA13-0038 also identifies public roadway improvements. The Project would implement frontage improvements to Nandina Avenue, Heacock Street, and Indian Street, and would construct a new roadway (Grove View Road) along the southwestern property line. Improvements along Heacock Street and Indian Street would include the construction of additional pavement, curb/gutter, and a 12-foot parkway along the site's frontage that would include a 6.5-foot curb-adjacent sidewalk. Similar improvements are planned along the site's frontage with Nandina Avenue, except that the parkway would measure only 11 feet in width with a 6.5-foot curb-adjacent sidewalk. Grove View Road is a proposed new industrial collector cul-de-sac that would include 78 feet of total right-of-way, including 56 feet of pavement and 11-foot parkways along each side that contain a 6.5-foot curb-adjacent sidewalk. The southern half of Grove View Road would be improved as part of a future project off-site on the adjacent property to the south.

As shown on Figure 2-8 and Figure 2-9, *Conceptual Grading Plan*, and as summarized in detail in Table 2-2, *Proposed Grading Summary*, the Project would require approximately 182,326 cubic yards (c.y.) of cut and fill, with no import or export of materials proposed. Grading would occur over approximately 65.90 acres of the site, while approximately 6.99 acres in the western/southwestern portions of the site would be left undisturbed. Upon completion of grading activities, the elevation at the site's northwestern corner would be 1,476.42 feet amsl, while the lowest elevation on-site would occur within the proposed detention basin in the southeastern corner of the site with a proposed elevation of 1,461.17 feet amsl. Following site grading activities, overall topographic relief on-site would be approximately 15.25 feet. Waterm sewer

Table 2-2 Proposed Grading Summary

<u>MATERIAL AVAILABLE:</u>		<u>MATERIAL REQUIRED:</u>	
TOTAL EXCAVATION	182,326 C.Y.	FILL	111,623 C.Y.
		SUBSIDENCE (0.20')	20,636 C.Y.
OVER EXCAVATION	155,566 C.Y.	SHRINKAGE (15%)	26,732 C.Y.
		OVEREXCAVATION SHRINKAGE (15%)	23,335 C.Y.
		<u>TOTAL FILL</u>	<u>182,326 C.Y.</u>
		APPROXIMATE IMPORT	0 C.Y.

Figure 2-10, *Conceptual Utility Plan*, depicts the conceptual utility plan that is included as part of TPM PA13-0038. Provided below is a summary of the Project's proposed utility improvements.

- Proposed Sewer Improvements: Three sewer connections are proposed by the Project. A six-inch sewer lateral would be constructed beneath the northwestern corner of the proposed building, and would connect to an existing 12-inch sewer main within Nandina Avenue. An east-west oriented sewer line measuring six-inches in diameter is proposed beneath the southern portion of the proposed building, and would connect to an existing 10-inch sewer located in Indian Street. An additional six-inch east-west oriented sewer lateral would be constructed beneath the northern portion of the building, and would connect to an existing eight-inch sewer within Indian Street.
- Proposed Water Improvements: Water service to the site would be provided via existing water lines located within Indian Street and Nandina Avenue. The Project would construct three connections to the existing 12-inch water line within Nandina Avenue, including a two-inch domestic water line, a one-inch irrigation water line, and a 10-inch fire line. An additional 10-inch fire line and one-inch irrigation line are proposed to connect to the existing 12-inch water main within Indian Street.
- Proposed Storm Drainage Improvements: Two east-west oriented storm drain lines would be constructed within the truck trailer parking areas and beneath the automobile parking area in the eastern portion of the site, with a third storm drain line proposed beneath Grove View Road and along the southern property line. The storm drains to be constructed beneath the parking areas would convey runoff from a majority of the site towards the proposed detention basin in the southeastern corner of the site, while the storm drain within Oak Grove Road and along the southern Project boundary would convey drainage from Oak Grove Road to existing storm drains located within Indian Street. Drainage from the automobile parking area proposed to the east of the building would be conveyed to the two bioswales proposed on-site.

Off-site improvements necessary to implement the proposed Project include the above-described frontage improvements to Nandina Avenue, Heacock Street, and Indian Street; the construction of off-site portions of Grove View Road; and the various utility connections described above. Additional off-site improvements may be identified during the course of the environmental analysis and will be documented in the required EIR.

2.5.2 Plot Plan PA13-0037

As shown on Figure 2-11, *Plot Plan PA13-0037*, the Project Applicant proposes to construct and operate one warehouse building on the site in accordance with the “Industrial” land use designation applied to the property by the MVIAP. The western portion of the site (approximately 6.99 acres) would remain undeveloped, in conformance with the MVIAP designation of “Clear Zone.” Although the MVIAP designates an “Industrial Support Area” overlay on the southeastern corner of the site, which allows industrial support uses to occur within 300 feet of the Indian Street/Nandina Avenue intersection, the Project Applicant has elected not to include industrial support uses as part of the proposed Project.

The proposed building is designed to cover a total surface area of 1,383,210 s.f., with approximately 1,450,000 s.f. of interior floor space. The proposed building would include 10,000 s.f. of office

space, 66,790 s.f. of mezzanine space, 2,000 s.f. of shipping/receiving office space, and a 1,371,210 s.f. warehouse. The structure would measure approximately 42 feet in height. Exterior materials are planned to include concrete tilt-up panels and blue reflective glazing (glass). The concrete tilt-up panels would be painted with varying shades of white and gray.

As depicted on Plot Plan PA13-0037 (Figure 2-11), the proposed office spaces would be provided in the northwestern, northeastern, and southeastern corners of the building. The office in the northwestern corner also would include a portion of the proposed mezzanine space. The shipping and receiving office would be positioned in the southwestern corner of the building. Along the northern and southern faces of the building, a total of 225 dock doors would be provided, including 116 dock doors along the north side of the building and 109 dock doors along the southern portion of the building. Four gated access points are provided to the truck parking areas and dock doors, with two gated access points on the north side of the building, one gated access point south of the southeast corner of the building, and a fourth gate provided near the southwestern corner of the building. All access gates would contain Knox-pad locks to allow fire department access. Over the 71.5 net acre site, the proposed building calculates to a floor area ratio (FAR) of 0.47.

Vehicular access to the site is proposed via six driveways. Two driveway access points are planned via Nandina Avenue. The western access point along Nandina Avenue would provide access for both trucks and passenger vehicles to the automobile parking lot in the northwest corner of the site, while the eastern access point would be restricted to trucks only and would afford access to the truck trailer parking area north of the proposed building. Three driveway access points are proposed via Indian Street and would provide access to the automobile parking areas in the eastern portion of the site, as well as the gated access points to the two truck parking areas on-site. The central access point along Indian Street would be restricted to passenger vehicles, while the northern and southern access points would be used by both trucks and passenger vehicles. An additional access point is provided along the cul-de-sac within Grove View Road.

The Plot Plan also identifies areas of the site that are proposed to contain fencing and screen walls. Specifically, a 14-foot high concrete tilt-up screen wall would be constructed along the site's frontage with Nandina Avenue. A similar screen wall would be constructed at the Project's entry from Grove View Road, and along the northern portion of the proposed detention basin (westerly of the proposed gated access). Along the western portion of the site (abutting the proposed on-site open space) and the southern site boundary, wrought iron fences would be installed to prevent unauthorized access to truck vehicle parking areas. No screen walls or fencing is proposed along the site's frontage with Indian Street.

A conceptual landscape plan accompanies the proposed Plot Plan application and is depicted on Figure 2-12, *Conceptual Landscape Plan*. The landscape plan indicates that trees, shrubs, and groundcover are proposed to be installed along the property's frontage with Nandina Avenue and Indian Street, along the eastern and western faces of the building, and within/along the proposed bioswales and detention basin. Screen/shade trees also are proposed within the automobile parking areas, along with small areas of groundcover.

2.6 Existing General Plan Designation and Zoning

A majority of the Project site 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 a BP designation generally include but are not limited to research and development, light manufacturing, warehousing and distribution, and multi-tenant industrial uses. The General Plan also identifies the southwestern corner of the site for “Open Space,” which corresponds to the MVIAP’s “Clear Zone” land use designation. The northeastern corner is designated as part of a “Commercial (C)” land use designation, which coincides with the MVIAP’s “Industrial Support Area” overlay.

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 a majority of the Project site. The Industrial designation permits a wide range of industrial and industrial/business related support uses, including light manufacturing and storage and distribution facilities. The MVIAP designates the southwestern corner of the site as part of the “Clear Zone,” which applies to areas identified as having a high accident potential as part of the March ARB Air Installation Compatible Use Zone (AICUZ) Study. Within the “Clear Zone,” land uses are restricted to open space, agricultural, automobile parking, and roads. Additionally, the northeastern corner of the site is identified by the MVIAP with an “Industrial Support Area” overlay, which allows industrial support uses (e.g., food service, gas stations, office supply, etc.) to occur within 300 feet of the Indian Street/Nandina Avenue intersection.

2.7 Discretionary Actions

This IS addresses the potential environmental effects of the proposed First Nandina 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 Tentative Parcel Map PA13-0038 and Plot Plan PA13-0037, as described above in Subsection 2.5. The City of Moreno Valley also will consider the certification of the Environmental Impact Report for the Project. 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.

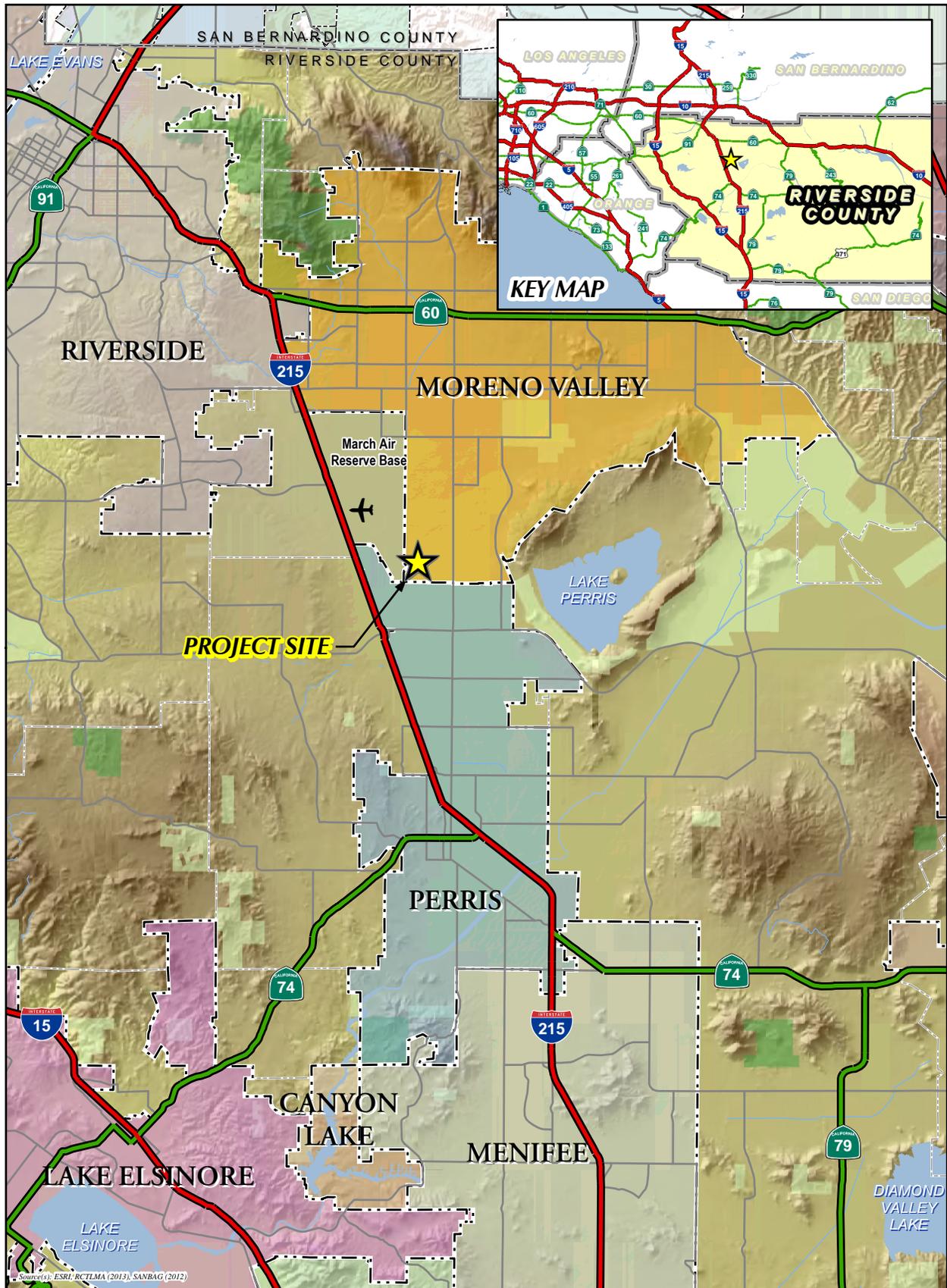


Figure 2-1



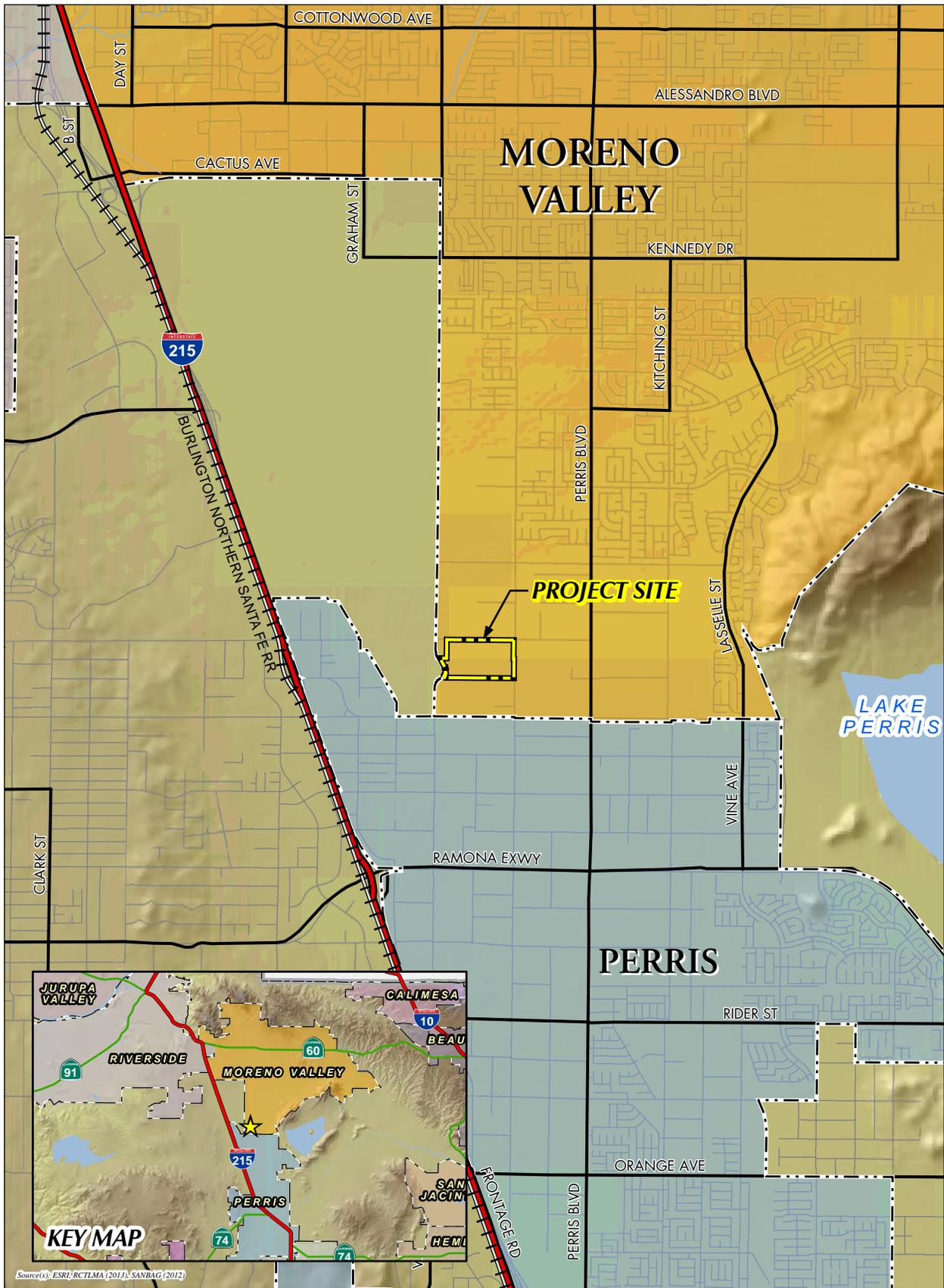
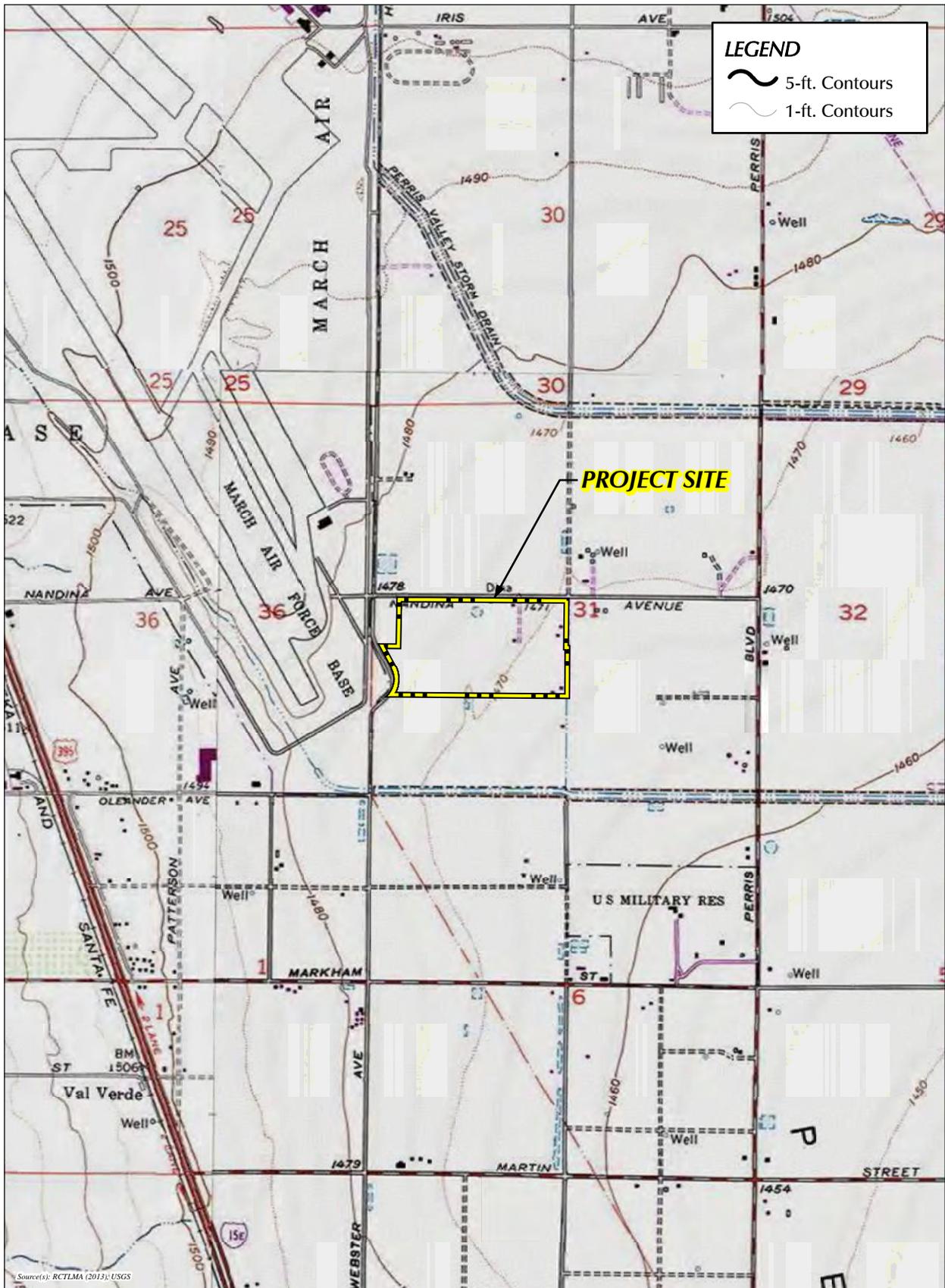


Figure 2-2





LEGEND

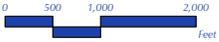
-  5-ft. Contours
-  1-ft. Contours

PROJECT SITE

Source(s): RCTMA (2013); USGS

Figure 2-3

T&B PLANNING, INC.
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USGS TOPOGRAPHIC MAP



Source(s): RCLMA (2011), Google Earth (2012)

IMAGERY DATE: June 7, 2012

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Figure 2-4

AERIAL PHOTOGRAPH



IMAGERY DATE: June 7, 2012

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Figure 2-5

SURROUNDING LAND USES

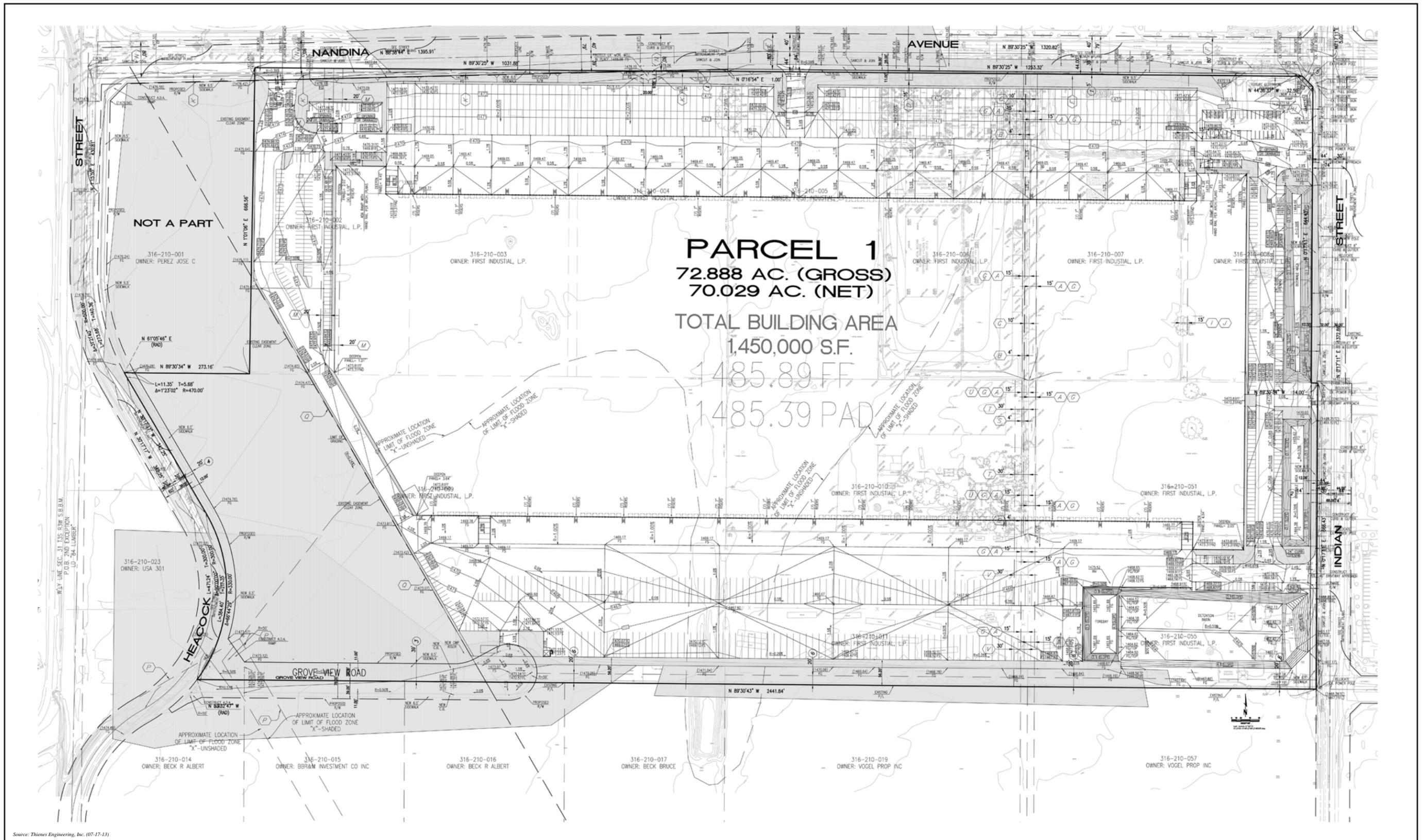
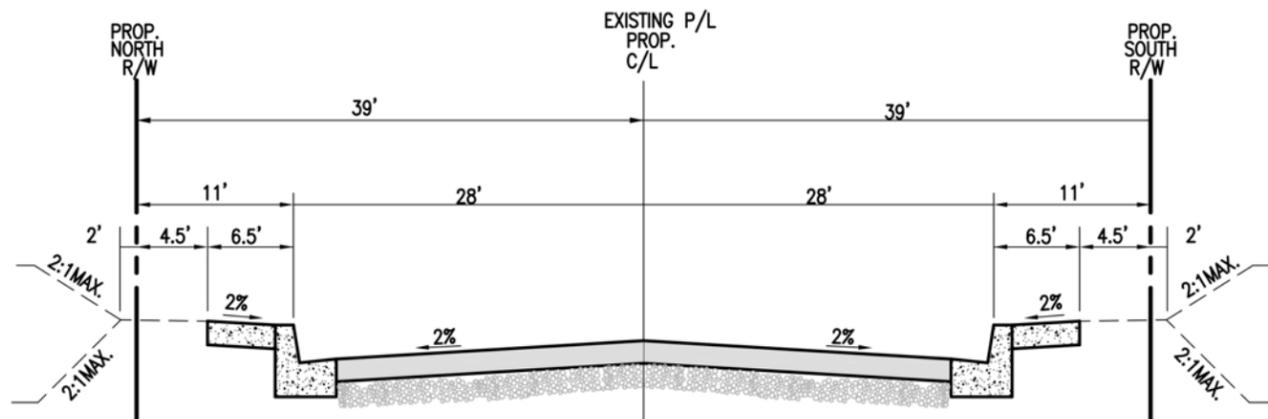
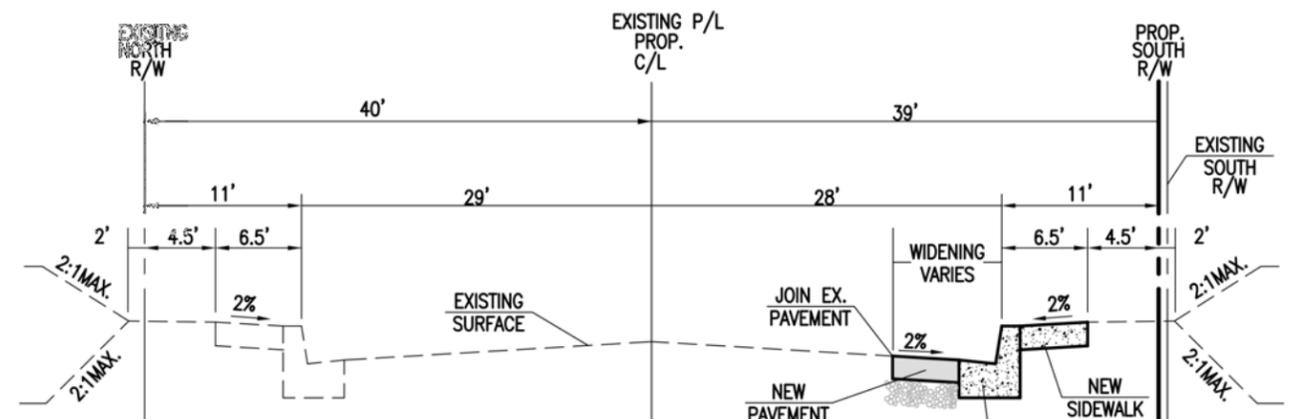


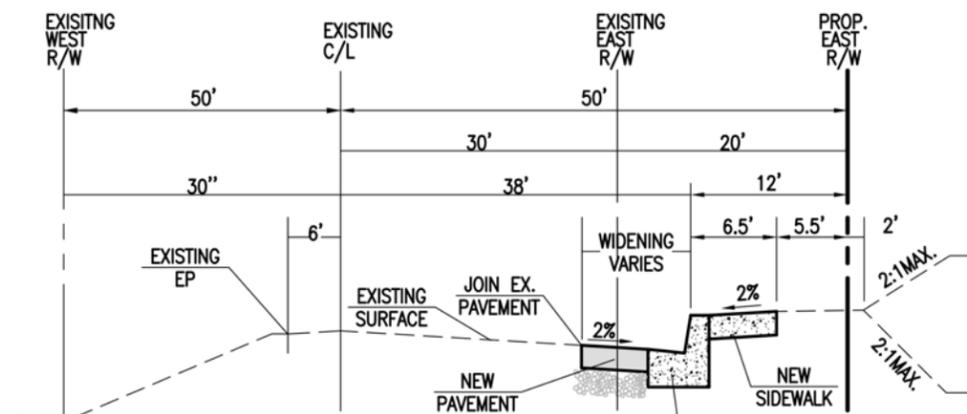
Figure 2-6



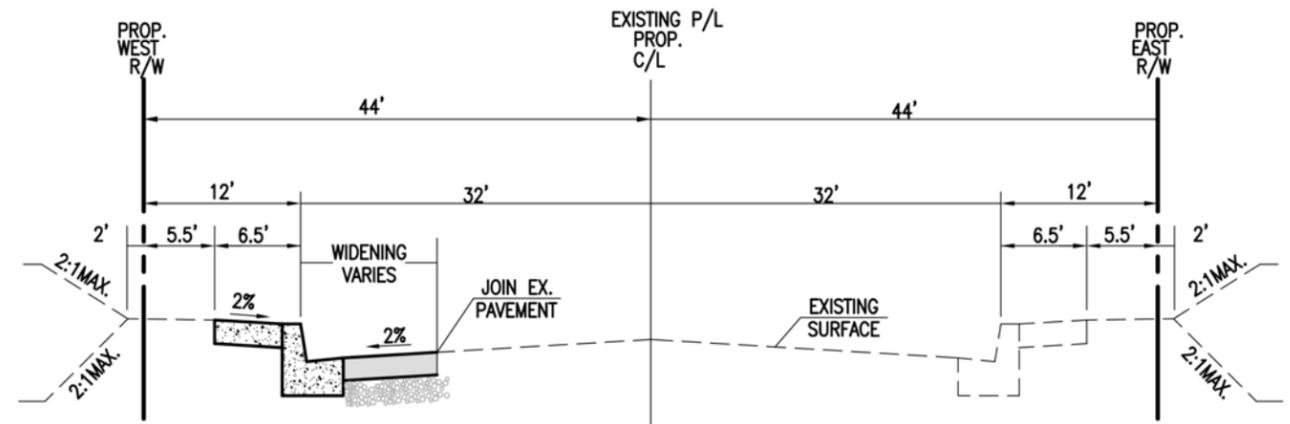
**TYPICAL SECTION - GROVE VIEW ROAD
INDUSTRIAL COLLECTOR**



**TYPICAL SECTION - NANDINA AVENUE
INDUSTRIAL COLLECTOR**



**TYPICAL SECTION - HEACOCK STREET
ARTERIAL**



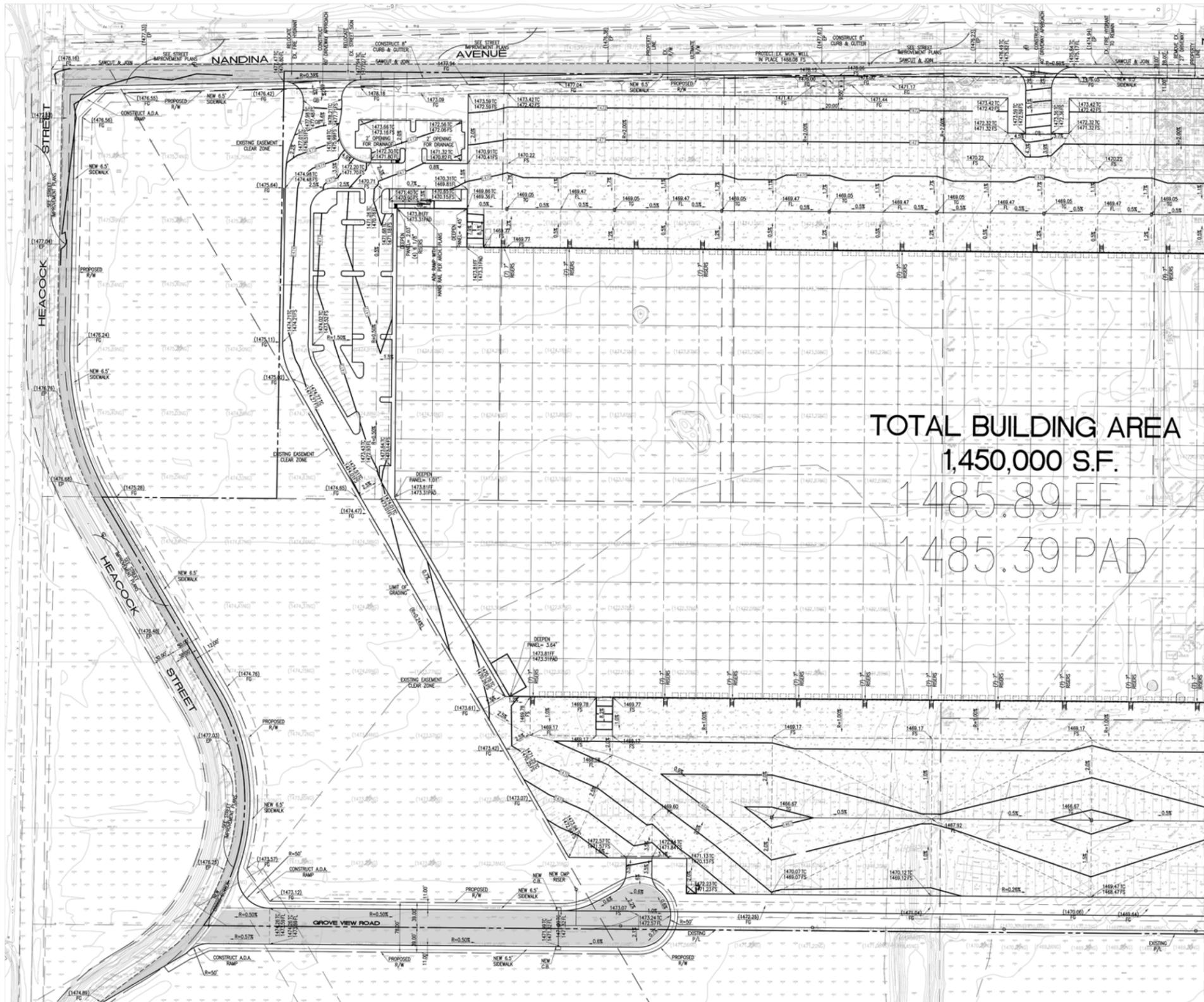
**TYPICAL SECTION - INDIAN STREET
MINOR ARTERIAL**

Source: Thiens Engineering, Inc. (07-17-13)



NOT TO SCALE

TENTATIVE PARCEL MAP PA13-0038 ROADWAY CROSS-SECTIONS



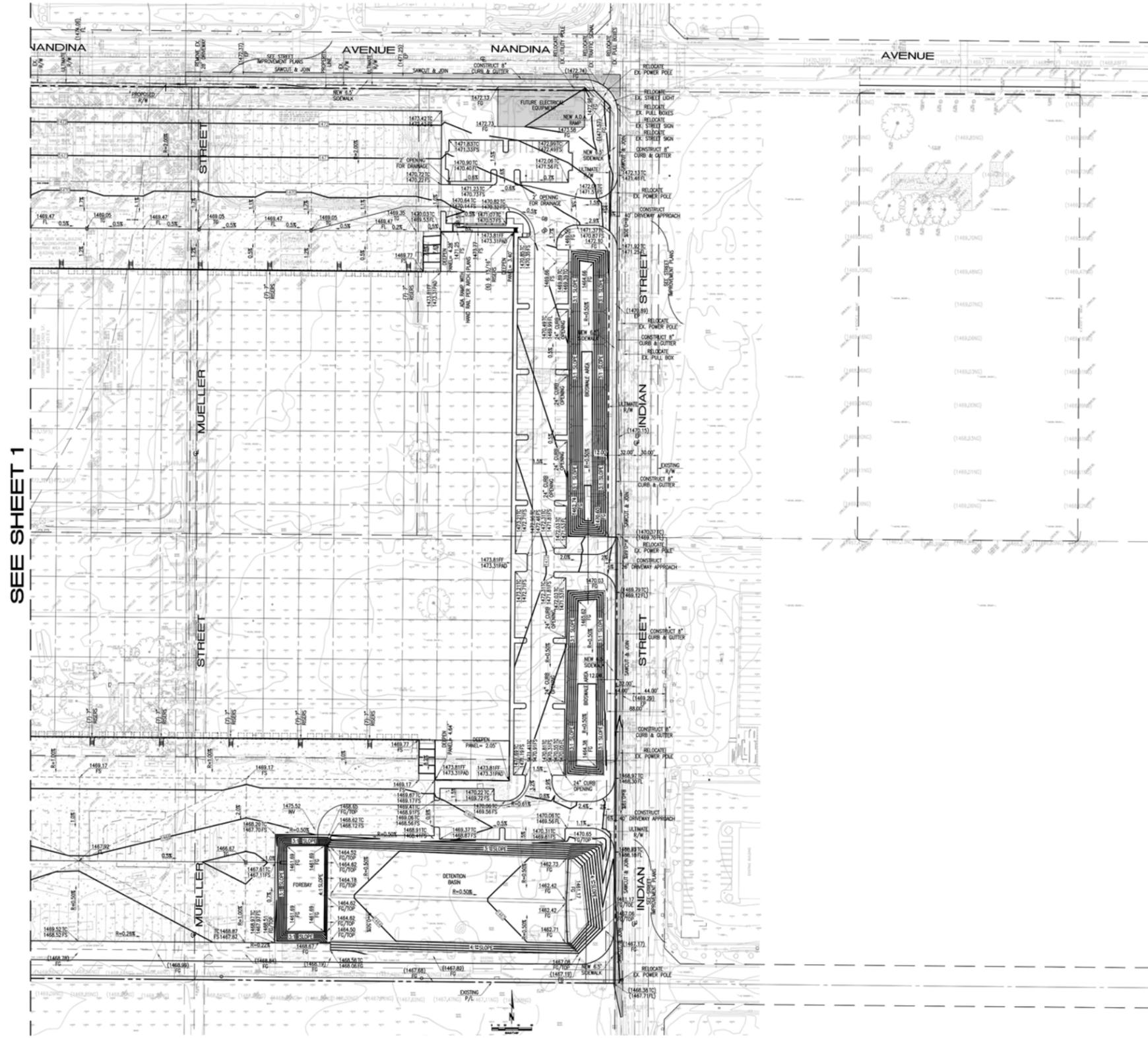
TOTAL BUILDING AREA
1,450,000 S.F.
1485.89 FE
1485.39 PAD

SEE SHEET 2

Source: Thienes Engineering, Inc. (07-18-13)



Figure 2-8



SEE SHEET 1

Source: Thiens Engineering, Inc. (07-18-13)

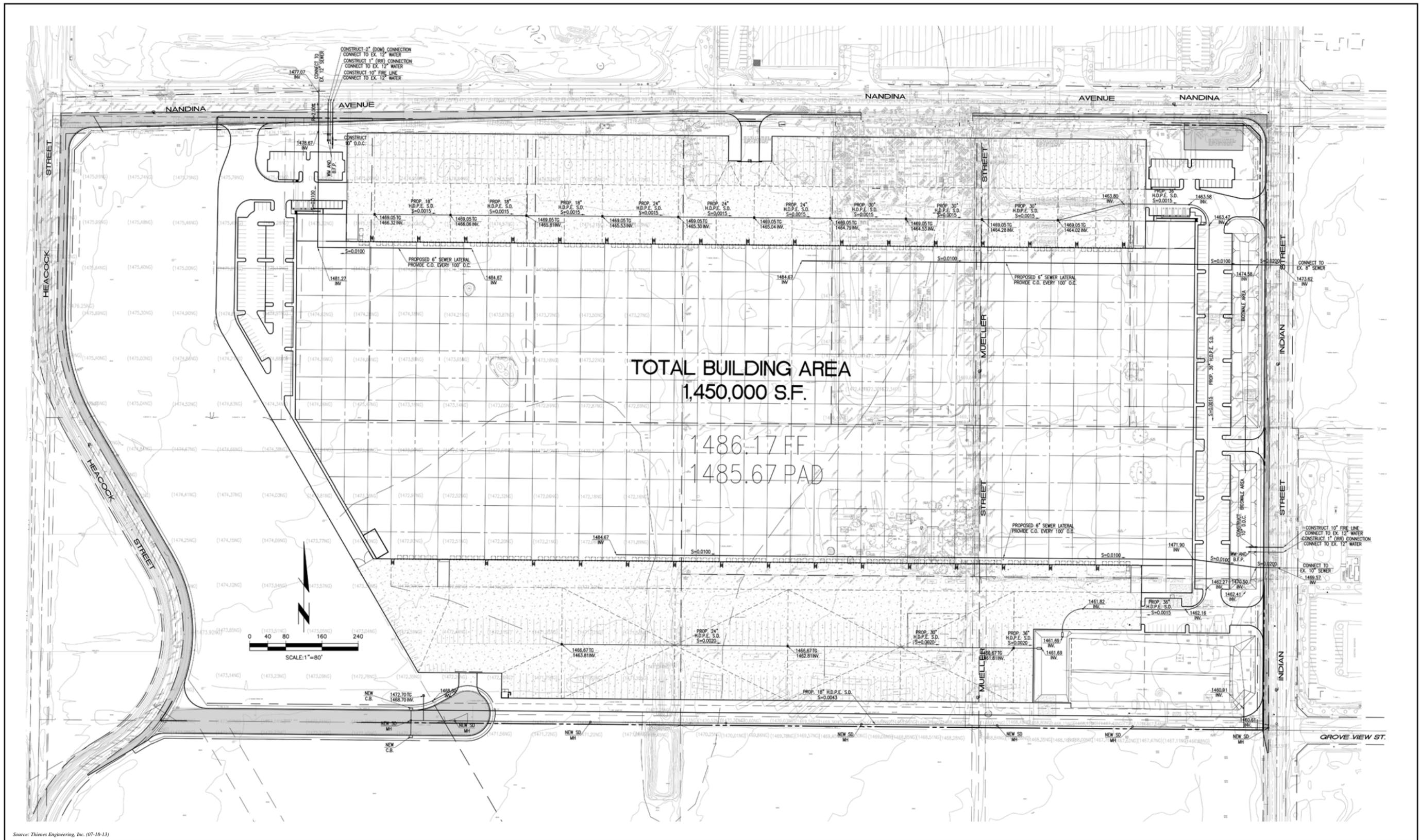
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NOT TO SCALE



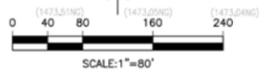
Figure 2-9

CONCEPTUAL GRADING PLAN (SHEET 2)



TOTAL BUILDING AREA
1,450,000 S.F.

1486.17 FF
1485.67 PAD

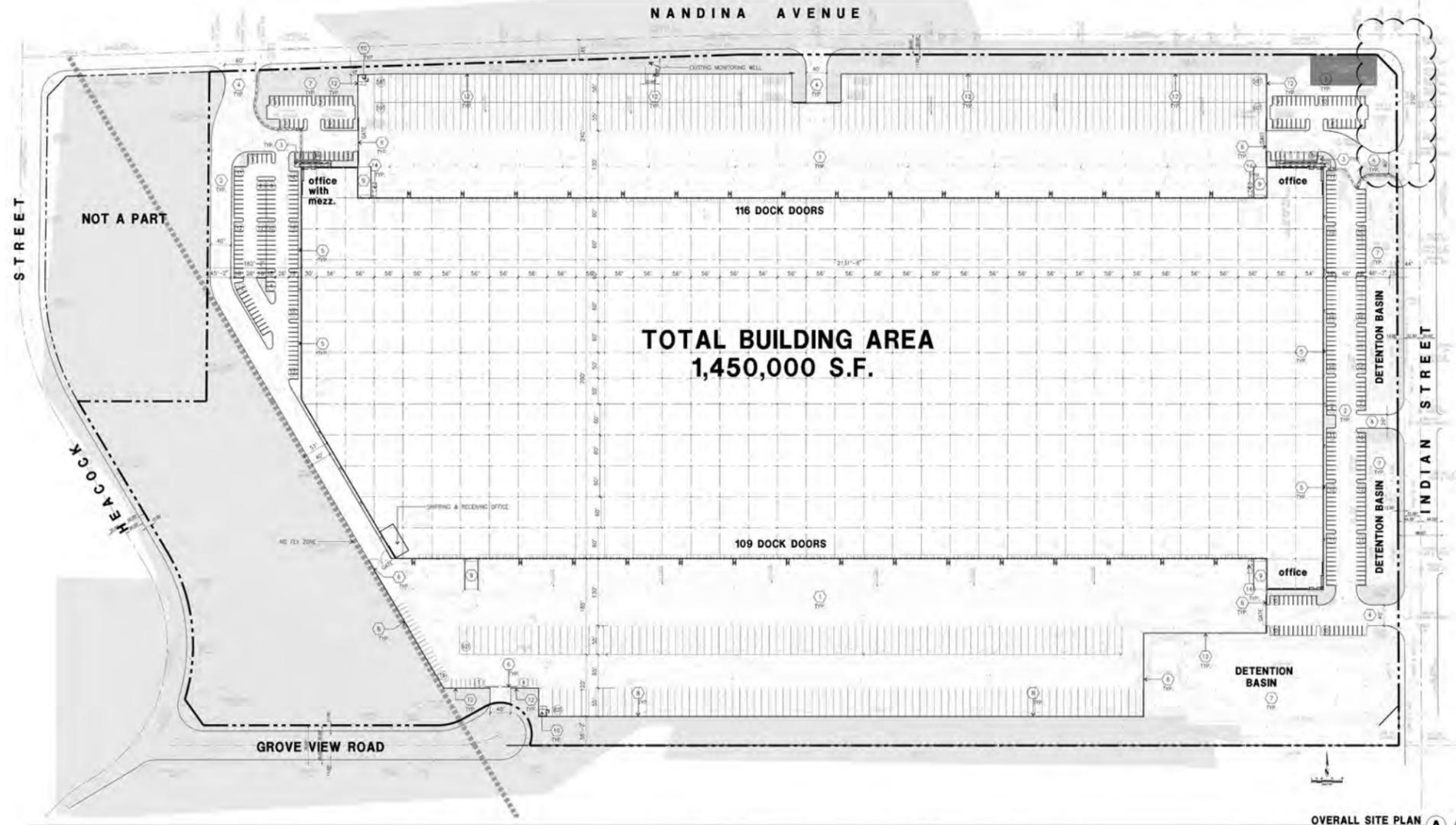


Source: Thienes Engineering, Inc. (07-18-13)



Figure 2-10

CONCEPTUAL UTILITY PLAN



TABULATION

SITE AREA	NET AREA	GROSS AREA
W.P.T. in acres	3,112,632	3,174,996 s.f.
	71.46	72.9 ac
BUILDING AREA (footprint)	7,383,210 s.f.	
Office	10,000 s.f.	
Mezzanine	60,790 s.f.	
Shipping / Receiving Office	2,000 s.f.	
Warehouse	1,371,210 s.f.	
TOTAL	1,450,000 s.f.	
COVERAGE	46.6%	
AUTO PARKING REQUIRED		
Office 1/250 SF	40 stalls	
Warehouse 1st 20K @ 11,000 SF	20 stalls	
Warehouse 2nd 20K @ 12,000 SF	10 stalls	
above 40K @ 1/4,000 SF	300 stalls	
TOTAL	430 stalls	
AUTO PARKING PROVIDED		
Standard (8' x 18')	414 stalls	
Handicap (8' x 18')	9 stalls	
TOTAL	423 stalls	
TRAILER PARKING PROVIDED		
Trailer (14' x 50')	410 stalls	
MAXIMUM FLOOR AREA RATIO		
FAIR - NA		
SETBACKS		
Front - 15'		
Side - 5'		
Rear - 0'		



- SITE PLAN KEYNOTES**
- HEAVY BROOM FINISH CONC. PAVEMENT.
 - ASPHALT CONCRETE (AC) PAVING.
 - CONCRETE WALKWAYS.
 - CONCRETE WALKWAYS TO BE CONSTRUCTED PER "C" DRAWINGS.
 - 5'-4" x 3'-0" x 4" MIN. THICK CONCRETE EXTERIOR LANDSCAPE AND TYP. 4" ALL EXTERIOR WALKWAYS TO UNPAVED AREAS. FINISH TO BE BROOM BROOM FINISH. SLOPE TO BE 1/4" IN 12' MIN. PROVIDE BALKS TO PUBLIC WAYS OR DRIVE WAYS AT 120 MPH AS REQUIRED BY CITY INSPECTOR.
 - FINISHES OF METAL TUBULAR MANUALLY OPERATED GATES BY KNOX-IND LOCK PER FIRE DEPARTMENT STANDARDS PER DRAWING.
 - LANDSCAPE: SEE "C" DRG.
 - WINDSHIELD WASH FENCE.
 - CONCRETE RAMP TO THE BUILDING.
 - FRASH ENCLOSURE.
 - EXTERIOR TONIC STAIR.
 - 1/4" CONCRETE 1/2-UP SCREEN WALL.
 - APPROXIMATE LOCATION OF ELECTRICAL TRANSFORMER.
 - FRASH COMPACTOR B.L.C.
 - PUMP HOUSE.
 - MONUMENT SIGN.

PROJECT INFORMATION

Owner / Applicant
 FIRST INDUSTRIAL REALTY TRUST
 808 N. SERRAVALLO BLVD., SUITE 150
 EL SEGUIN, TX 78845
 TEL: (281) 228-4601
 CONTACT: LARRY GOODWIN

Assessors Parcel Number
 316-210-002 316-210-008
 316-210-003 316-210-009
 316-210-004 316-210-010
 316-210-005 316-210-011
 316-210-006 316-210-012
 316-210-007 316-210-013

Zoning
 (THE FOLLOWING ZONE DESIGNATIONS ARE PER CITY OF SAN ANTONIO DEPARTMENT OF ENGINEERING/MAPPING)
 GENERAL PLAN DESIGNATION: OS & BP
 ZONE DESIGNATIONS: SP 20B 1 & SP 20B C2
 UNDEVELOPED VALLEY INDUSTRIAL AREA (UVA)
 SPECIAL ZONE: AIRPORT "C" CLEAR ZONE

Civil Engineer
 THOMAS ENGINEERING, INC.
 THOMAS ENGINEERING, INC.
 1411 W. WINDYBROOK BLVD.
 LA WINDYBROOK, CA 94598
 TEL: (925) 921-4811
 CONTACT: MICHAEL HERBERTS

Architect
 18831 BARDEN AVE. SUITE #100
 IRVINE, CA 92612
 TEL: (949) 882-2118
 CONTACT: MOON KIM PARK

Landscape Architect
 SPLA INC.
 P.O. BOX 2157
 LAKE ARROWHEAD, CA 92352
 TEL: (909) 337-9999
 CONTACT: SCOTT PETERSON

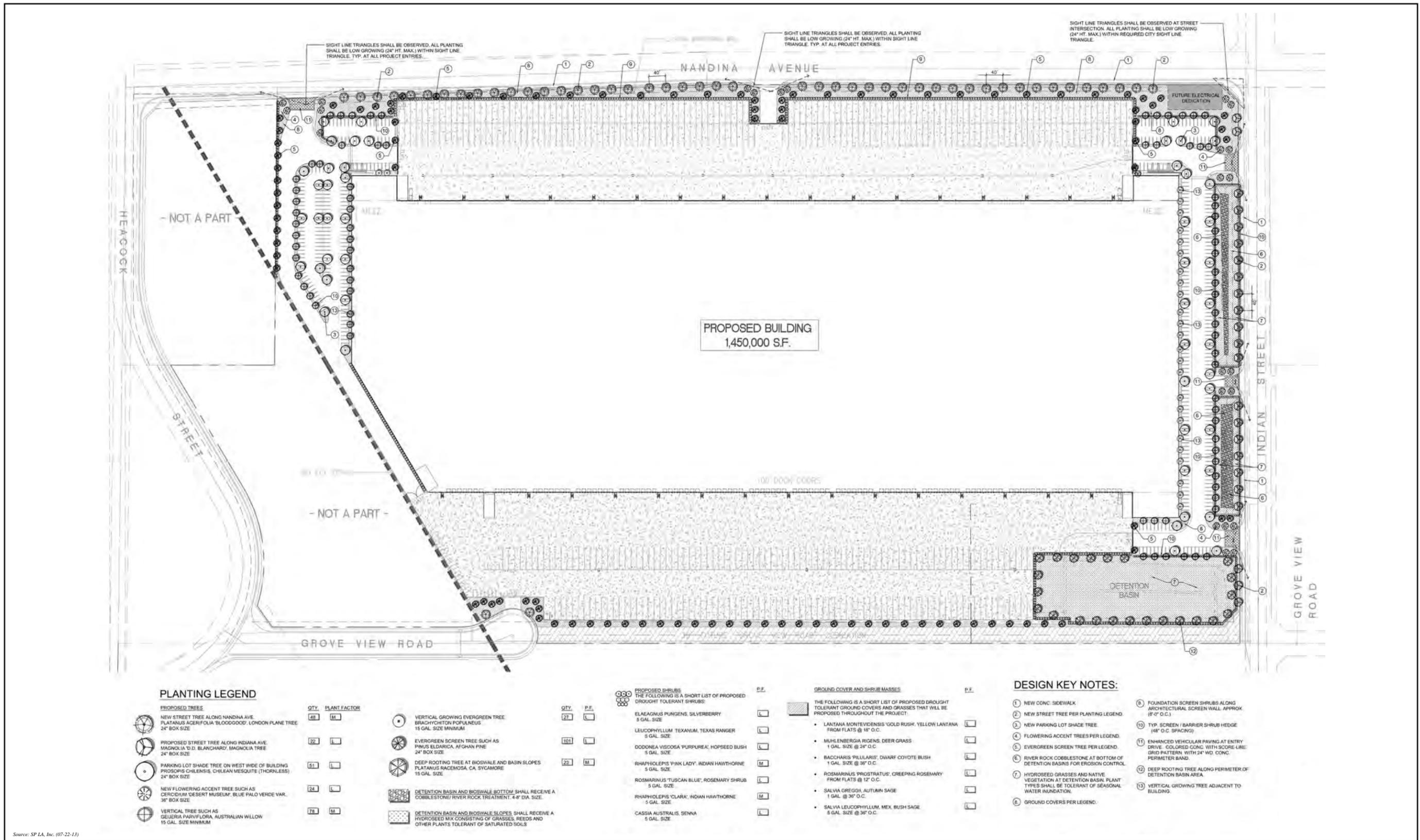
- SITE PLAN GENERAL NOTES**
- THE SOIL REPORT PREPARED BY...
 - IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
 - ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR BRG LINE UNLESS NOTED OTHERWISE.
 - SEE "C" DRAWINGS FOR ALL CONCRETE CURBS, SUTTERS AND SINKS. DETAILS ON SHEET A-11 ARE MINIMUM STANDARDS.
 - THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM. PRIOR TO INSTALLATION, A PLAN SHALL BE SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.
 - SEE "C" DRAWINGS FOR FRONT OF CONNECTION TO OFFICE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS SHALL VERIFY ACTUAL UTILITY LOCATIONS.
 - FINISHES ABOVE GRADE SHALL BE PER "C" DRAWINGS.
 - CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SEE PLANS FOR DIMENSIONS AND STAIRING LAYOUT POINTS.
 - SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
 - CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ 1" SLOTTED ASPH. AT 4" O.C. DIMENSIONS/CONCRETE JOINTS SHALL BE A MAXIMUM 12' EA. MAX. W/ 1/2" MAX. SLOPE EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4" SET "C" DRAWINGS FOR FINISH.
 - PAINT COLORS AND FINISHES SHALL BE IN ACCORDANCE WITH THE LATEST CITY STANDARDS AS LISTED IN SPECIFICATIONS OR AS DERIVED FROM PUBLIC AGENCIES REGULATIONS.
 - CONSTRUCTION DOCUMENTS PREPARED BY THE ARCHITECT AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEPARTMENT PRIOR TO COMMENCEMENT OF CONSTRUCTION.
 - BEFORE THE FINAL SITE INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEPARTMENT.
 - ALL LANDSCAPE AND IRRIGATION DESIGN SHALL MEET CURRENT CITY STANDARDS AS LISTED IN SPECIFICATIONS OR AS DERIVED FROM PUBLIC AGENCIES REGULATIONS.
 - LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM 3/4" INCHES (8") HIGH CURB.
 - APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING BEGINS.
 - PAINT OFFICE MAY BE USED USED BY A TENANT DIFFERENT THAN THE PROPOSED REAR BUILDING.
 - 2 FOOT BRIDGE APPROX AT OFFICE PARKING AND 1 FOOT BRIDGE APPROX AT TRUCK YARD.



Source: HPA Architecture (07-24-13)

Figure 2-11

PLOT PLAN PA13-0037



PLANTING LEGEND

PROPOSED TREES	QTY.	PLANT FACTOR
NEW STREET TREE ALONG NANDINA AVE. PLATANUS ACERIFOLIA 'BLOODGOOD', LONDON PLANE TREE 24" BOX SIZE	48	M
PROPOSED STREET TREE ALONG INDIANA AVE. MAGNOLIA 'D.D. BLANCHARD', MAGNOLIA TREE 24" BOX SIZE	22	L
PARKING LOT SHADE TREE ON WEST WIDE OF BUILDING PROSOPIS CHILENSIS, CHILEAN MESQUITE (THORNLESS) 24" BOX SIZE	51	L
NEW FLOWERING ACCENT TREE SUCH AS CERIDHIA 'DESERT MUSEUM', BLUE PALO VERDE VAR. 36" BOX SIZE	24	L
VERTICAL TREE SUCH AS GEUERIA PARVIFLORA, AUSTRALIAN WILLOW 15 GAL. SIZE MINIMUM	78	M

VERTICAL GROWING EVERGREEN TREE BRACHYCHITON POPULNEUS 15 GAL. SIZE MINIMUM <th>QTY.</th> <th>P.F.</th>	QTY.	P.F.
EVERGREEN SCREEN TREE SUCH AS PINUS ELDARICA, AFGHAN PINE 24" BOX SIZE	101	L
DEEP ROOTING TREE AT BIOSWALE AND BASIN SLOPES PLATANUS RACEMOSA, CA, SYCAMORE 15 GAL. SIZE	22	M

PROPOSED SHRUBS
THE FOLLOWING IS A SHORT LIST OF PROPOSED DROUGHT TOLERANT SHRUBS:

SHRUB	QTY.	P.F.
ELAEAGNUS PUNGENS, SILVERBERRY 5 GAL. SIZE	27	L
LEUCOPHYLLUM TEXANUM, TEXAS RANGER 5 GAL. SIZE	101	L
DODDNEA VISCOOSA 'PURPUREA', HOPSEED BUSH 5 GAL. SIZE	22	M
RHAPHIOLIS 'PINK LADY', INDIAN HAWTHORNE 5 GAL. SIZE	22	M
ROSMARINUS 'TUSCAN BLUE', ROSEMARY SHRUB 5 GAL. SIZE	22	M
RHAPHIOLIS 'CLARA', INDIAN HAWTHORNE 5 GAL. SIZE	22	M
CASSIA AUSTRALIS, SENNA 5 GAL. SIZE	22	M

GROUND COVER AND SHRUB MASSES
THE FOLLOWING IS A SHORT LIST OF PROPOSED DROUGHT TOLERANT GROUND COVERS AND GRASSES THAT WILL BE PROPOSED THROUGHOUT THE PROJECT:

GROUND COVER	QTY.	P.F.
LANTANA MONTEVIDENSIS 'GOLD RUSH', YELLOW LANTANA FROM FLATS @ 18" O.C.	1	L
MUHLENBERGIA RIGENS, DEER GRASS 1 GAL. SIZE @ 24" O.C.	1	L
BACCHARIS 'PILULARIS', DWARF COYOTE BUSH 1 GAL. SIZE @ 36" O.C.	1	L
ROSMARINUS 'PROSTRATUS', CREEPING ROSEMARY FROM FLATS @ 12" O.C.	1	L
SALVIA GREGGII, AUTUMN SAGE 1 GAL. @ 36" O.C.	1	L
SALVIA LEUCOPHYLLUM, MEX. BUSH SAGE 5 GAL. SIZE @ 36" O.C.	1	L

DESIGN KEY NOTES:

- 1 NEW CONC. SIDEWALK
- 2 NEW STREET TREE PER PLANTING LEGEND
- 3 NEW PARKING LOT SHADE TREE
- 4 FLOWERING ACCENT TREES PER LEGEND
- 5 EVERGREEN SCREEN TREE PER LEGEND
- 6 RIVER ROCK COBBLESTONE AT BOTTOM OF DETENTION BASINS FOR EROSION CONTROL
- 7 HYDROSEED GRASSES AND NATIVE VEGETATION AT DETENTION BASIN. PLANT TYPES SHALL BE TOLERANT OF SEASONAL WATER INUNDATION.
- 8 GROUND COVERS PER LEGEND
- 9 FOUNDATION SCREEN SHRUBS ALONG ARCHITECTURAL SCREEN WALL APPROX. (8" O.C.)
- 10 TYP. SCREEN / BARRIER SHRUB HEDGE (48" O.C. SPACING)
- 11 ENHANCED VEHICULAR PAVING AT ENTRY DRIVE. COLORED CONC. WITH SCORE LINE GRID PATTERN WITH 24" WD. CONC. PERIMETER BAND.
- 12 DEEP ROOTING TREE ALONG PERIMETER OF DETENTION BASIN AREA
- 13 VERTICAL GROWING TREE ADJACENT TO BUILDING

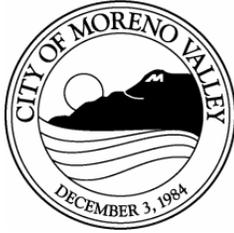
Source: SP LA, Inc. (07-22-13)

T&B PLANNING, INC.
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www.tbplanning.com

Figure 2-12

CONCEPTUAL LANDSCAPE PLAN

3.0 ENVIRONMENTAL CHECKLIST AND ANALYSIS



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

1. **Project Title:** First Nandina Logistics Center (Tentative Parcel Map PA13-0038 and Plot Plan PA13-0037)
2. **Lead Agency Name and Address:** City of Moreno Valley, 14177 Frederick Street, Moreno Valley, CA 92552
3. **Contact Person and Phone Number:** Julia Descoteaux, Associate Planner (951-413-3209) City of Moreno Valley; P.O. Box 88005; Moreno Valley, CA 92552-0805
4. **Project Location:** The Project site is located in Riverside County, California, in the City of Moreno Valley, east of Heacock Street, south of Nandina Avenue, west of Indian Street, and north of Grove View Road (APNs 316-210-002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 051, and 055).
5. **Project Sponsor's Name and Address:** First Industrial L.P., 898 N. Sepulveda Boulevard, Suite 750; El Segundo, CA 90245
6. **General Plan Designation:** Business Park/Light Industrial (BP), Commercial (C), and Open Space (OS)
7. **Zoning:** Industrial, Industrial Support Area, and Clear Zone (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 developing industrial district. The property is bordered on the west by the March Air Reserve Base (ARB), on the north by undeveloped land and an existing industrial warehouse building, on the northeast by existing commercial uses and industrial warehouse buildings, on the east by undeveloped land and an existing waste transfer station operated by the Riverside County Waste Management Department (RCWMD), on the southeast by undeveloped land, and on the south by undeveloped lands and an industrial warehouse building.
10. **Other public agencies whose approval is required:** Santa Ana Regional Water Quality Control Board (Construction Activity General Construction Permit; NPDES Permit), 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
	Agriculture and Forest 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 NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	■
I find that the proposed project MAY have a “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 ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	



 Signature

Julia Descoteaux, Associate Planner

 Printed Name

November 12, 2013

 Date

City of Moreno Valley

 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 proposed 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 not in close proximity to these major scenic resources 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 proposed 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 5.6 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 proposed Project site is located approximately 5.1 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, parking lots, truck yards, landscaping, etc.) would not be discernible 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 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 industrial uses to that of a fully developed site containing one industrial warehouse building. Under existing conditions, the Project site is surrounded by the March ARB and a mixture of undeveloped lands, industrial warehouse buildings, commercial uses, and other lands uses located on properties designated and zoned for industrial development by the City of Moreno Valley. 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.

Although the visual character of the site’s surroundings is dominated by airport uses, warehouse buildings, and undeveloped properties designated for future industrial development, Project implementation would nonetheless change the site’s existing visual character by replacing the existing undeveloped lands and smaller industrial buildings with a new 1,450,000 s.f. industrial warehouse building. Although the Project’s Plot Plan incorporates architectural features that would help ensure that the proposed building is not visually offensive, and despite the fact that the proposed industrial warehouse building would be generally consistent with the size, scale, height, and 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			■	
---	--	--	---	--

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
-----------------------------------	--------------------------------	--	------------------------------	-----------

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 Project includes the installation of exterior lighting as ancillary to the proposed warehouse building, which is required to comply with City lighting requirements. The MVIAP includes standards for lighting within the Area Plan 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, City Ordinance No. 359 addresses light and glare, and requires the following: “No operation, activity, sign or lighting fixture shall create illumination which exceeds 0.5 foot candles minimum maintained on any adjacent property, whether the illumination is direct or indirect light from the source. All lighting shall be designed to project downward and shall not create glare on adjacent properties” (City of Moreno Valley n.d.). The proposed Project is designed to adhere to the requirements of both Ordinance No. 359 and the MVIAP, 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 of adjacent properties.

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 site 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 AND FOREST 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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project?

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 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. “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. The Project itself would not lead to the conversion of any Farmland defined as Prime Farmland, Unique Farmland or Farmland of Statewide Importance because none exists within the Project site. There are no General Plan policies requiring conservation of Farmland of Local 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, Riverside County Land Information System, City of Moreno Valley General Plan Conservation Element, Moreno Valley Industrial Area Plan)

According to mapping information available from the Riverside County Land Information System, the Project site is not located

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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within an agricultural preserve, nor is it subject to a Williamson Act contract (RCLIS 2013). The Project site is zoned by the MVIAP for “Industrial” and “Clear Zone” land uses. Although agricultural uses are allowed within areas designated for “Clear Zone,” the Project proposes to retain as open space the portion of the site that is within the “Clear Zone” zoning designation. Any agricultural uses of surrounding properties within the “Clear Zone” zoning designation would not be adversely affected by Project development, as light industrial uses and agricultural uses do not represent a land use conflict. Accordingly, no further analysis of the Project’s potential to conflict with agricultural use is necessary.

Under existing conditions, lands to the north, east, and southeast are zoned by the MVIAP for “Industrial” development, with a portion of the area south of the site zoned for “Clear Zone.” To the west of the Project site is the March ARB, which is not subject to any City zoning designations and is operated as an airport facility. Additionally, none of the properties surrounding the Project site are located within an agricultural preserve nor are they subject to any Williamson Act contracts (RCLIS 2013). As such, the Project has no potential to conflict with agricultural zoning or a Williamson Act contract because none exist within the Project vicinity. No further analysis is required on this subject.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				■
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(Source: Project Application materials; City of Moreno Valley General Plan Land Use Element; City of Moreno Valley Zoning Ordinance)

According to the Moreno Valley General Plan Land Use Map (Figure 2-2), there are no lands located within the City of Moreno Valley (or within the Project’s vicinity) that are designated for forest land or timberland production. There are no zoning designations included in the City’s Municipal Code that provide for forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). As such, the Project has no potential to conflict with existing forest land zoning, nor would the Project result in the rezoning of any forest land, timberland, or Timberland Production zones to non-forest use. No further analysis of this issue is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?				■
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(Source: Project Application materials; City of Moreno Valley General Plan Land Use Element; City of Moreno Valley Zoning Ordinance)

As indicated above under Item II.c), there are no lands within the Project vicinity or the City of Moreno Valley that are considered to comprise forest land. Accordingly, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use, and no impact would occur. No additional analysis of this issue is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				■
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(Source: On-site Inspection (2013); City of Moreno Valley General Plan FEIR Figure 5.8-1, Important Farmlands; Moreno Valley Industrial Area Plan; Google Earth)

The proposed Project site and immediately surrounding area is located in an area that is developed or is planned for development pursuant to the approved MVIAP. “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. The Project itself does not contain any Farmland defined as Prime Farmland, Unique Farmland or Farmland of Statewide Importance, nor do any immediately surrounding properties. As such, there are no other changes in the existing environment that could result in the conversion of any Farmland because none exist within the immediate Project vicinity.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Additionally, and for the reasons noted above under Items II.c) and II.d), the Project has no potential to result in the conversion of forest land to non-forest use. No impact would occur, and further discussion of this topic is not required.

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) and standards for air quality are documented in the District's Air Quality Management Plan (AQMP), adopted in December 2012. The proposed Project would emit pollutants into the Air Basin during short-term construction and long-term operational activities. The pollutant levels emitted by the Project have the potential to exceed the significance thresholds established by the SCAQMD, thereby potentially conflicting with or obstructing implementation of the SCAQMD 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). The introduction of one warehouse building on the Project site has the potential to violate air quality pollution thresholds established by the 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 the required EIR shall evaluate the proposed Project's potential to violate local air quality standards and/or contribute substantially to an existing or projected air quality violation.

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 (PM₁₀ and PM_{2.5}). Development of the Project would 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)

Sensitive receptors (*i.e.*, single-family homes located north/northeast of the site in the City of Moreno Valley and non-conforming single-family homes located south of the site within the City of Perris) are located within one (1) mile of the Project site. The Project does not propose any land uses that may be considered point source emitters; however, the Project has the potential to expose sensitive receptors to diesel particulate matter emissions from mobile sources associated with the Project (*i.e.*, diesel trucks). Therefore, a diesel health risk assessment shall be prepared and the required EIR shall evaluate impacts related to the potential

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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exposure of sensitive receptors to diesel particulate emissions.

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 proposed warehouse building is not yet known, but may include any of those uses permitted by the Moreno Valley Industrial Area Plan’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, all operational activities except for vehicle movement on the site would occur within the enclosed building. Also, aside from existing residential structures located north and south of the site (0.6 mile and 0.8 mile, respectively), no residences or other sensitive receptors are located within the immediate vicinity of the Project site. 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 Game 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; On-site Inspection (2013); Biological Technical Report, First Nandina Logistics Center Project, April 2013; Burrowing Owl Survey Report, First Nandina Logistics Center Project, April 2013)

Under existing conditions, a majority of the Project site consists of undeveloped land that is routinely disced. The eastern portions of the Project site contain a mixture of undeveloped lands, and industrial buildings. Implementation of the proposed Project would result in physical disturbance to a majority of the 72.9-acre Project site, although the southwestern portions of the site would not be disturbed by the Project (with exception of planned improvements to Grove View Road). Additionally, the Project would require some off-site improvements associated with frontage improvements to abutting roadways, the construction of Grove View Road, and construction of utility service connections within Nandina Avenue and Indian Street.

Based on mapping conducted by URS Corporation, the Project site and off-site impact areas contain two distinct habitat types: Ornamental/Disturbed/Developed within the eastern portions of the site, and Ruderal habitat within the western portion of the site, with some areas of Ruderal habitat occurring on the undeveloped lands in the eastern portion of the Project site. Areas mapped as Ornamental/Disturbed/Developed do not contain any substantial native vegetation, although the Ruderal habitat has the potential to support species identified as a candidate, sensitive, or special status species.

Focused surveys were conducted by URS Corporation for special-status plant and wildlife species. The results of this survey determined that of the 30 special-status plant species with a potential to occur in the Project vicinity, none of these species have the potential for occurrence on-site or within off-site impact areas. The survey determined that of the 48 special-status wildlife species that have a potential to occur in the Project area, three (3) species are present on the property (northern harrier, California horned lark, and San Diego black-tailed jackrabbit). These species are not state- or federally-listed, but are either considered California Species of Concern or are on a State Watch List.

In addition, the Project site occurs within the burrowing owl survey area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Site-specific surveys were conducted on the Project site by URS Corporation in March 2013. Although no burrowing owls were identified during the focused surveys, the results of the analysis conclude that there is a high

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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potential for owls to inhabit the survey area. As such, the Project has the potential to result in significant impacts to the burrowing owl.

Accordingly, implementation of the proposed Project has the potential to result in substantial adverse effects to special status wildlife species. The Project's potential to result in such impacts shall be evaluated in the required EIR, and mitigation measures shall be identified for any impacts determined to be potentially significant.

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. 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; Biological Technical Report, First Nandina Logistics Center Project, April 2013; Jurisdictional Delineation Report, First Nandina Logistics Center, April 2013)

As documented in the site-specific biological technical evaluation, the Project site and off-site impact areas contain two distinct habitat types: Ornamental/Disturbed/Developed within the eastern portions of the site, and Ruderal habitat within the western portion of the site, with some areas of Ruderal habitat occurring on the undeveloped lands in the eastern portion of the Project site. Ornamental/Disturbed/Developed and Ruderal habitats are not considered riparian habitats, nor are these habitats identified as sensitive natural communities in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or the U.S. Fish & Wildlife Service. Additionally, based on a jurisdictional delineation survey conducted by URS Corporation, on- and off-site areas planned for impact by the Project do not contain any drainages that meet the definition of riparian habitat or a sensitive natural community. Accordingly, the proposed Project has no potential to result in 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 & Wildlife Service, and no further analysis is required on this subject.

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; On-site Inspection (2013); Biological Technical Report, First Nandina Logistics Center Project, April 2013; Jurisdictional Delineation Report, First Nandina Logistics Center, April 2013)

According to a site-specific jurisdictional delineation report prepared by URS Corporation in April 2013, the proposed Project site and off-site impact areas do not contain any special aquatic resources and none would be impacted by the Project. The only area identified during the site-specific survey as containing jurisdictional waters/wetlands occurs west of and adjacent to Heacock Avenue, where jurisdictional non-wetland waters were identified. Although the Project proposes to improve the eastern side of Heacock Avenue (i.e., construction of additional pavement, sidewalk, and curb/gutter), no improvements are proposed along the western side of Heacock Avenue. As such, the Project would not result in any direct or indirect impacts to this existing jurisdictional drainage. Accordingly, the proposed Project has no potential to result in 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. No further analysis is required on this subject.

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 –

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Biological Resources; Western Riverside County Multiple Species Habitat Conservation Plan; On-site Inspection (2013); Google Earth)

The Project site is partially developed and is otherwise highly disturbed and does not support a diversity of native wildlife. Developed areas surrounding the proposed Project site block any terrestrial wildlife movement from the north, east or west. Furthermore, wildlife movement corridors are addressed by the conservation requirements specified in the 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, the Project has the potential to result in impacts to avian species that are protected by the 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; On-site Inspection (2013); Biological Technical Report, First Nandina Logistics Center Project, April 2013)

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 disturbed/ruderal habitats, several existing trees occur in the southeastern portion of the site. As such, the Project has the potential to conflict with the tree preservation provisions of the City’s Landscape Ordinance.

Additionally, the proposed Project site is located within the Western Riverside County MSHCP, which sets forth a variety of policies and requirements for the protection of biological resources. Although the Project site is not located within areas targeted for conservation by the MSHCP, the Project site is within the MSHCP burrowing owl survey area. As indicated above under the response to Item IV.a), the Project has the potential to result in impacts to burrowing owls, and could thereby result in a conflict with the MSHCP policies related to this species.

The required EIR shall evaluate the Project’s potential to conflict with the City’s Landscape Ordinance and MSHCP policies related to the burrowing owl.

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; Biological Technical Report, First Nandina Logistics Center Project, April 2013; Burrowing Owl Survey Report, First Nandina Logistics Center Project, April 2013)

The subject property is subject to the provisions of the Western Riverside County MSHCP. The Project site is not located within a targeted conservation “cell” of the MSHCP, although the Project site is subject to the survey and conservation requirements of MSHCP Section 6.3.2 (Species Survey Requirements), which require the preparation of a habitat assessment for the burrowing owl. Pursuant to Section 6.3.2 of the MSHCP, a burrowing owl site assessment survey was prepared for the Project site. As discussed above under the analysis for Item IV.a), no burrowing owls or occupied burrows were observed on the Project site during a focused survey conducted by URS Corporation in March 2013. The Project site does, however, contain habitat that could support the burrowing owl and there is the potential the species could occupy the site prior to the commencement of construction activities. As such, the Project has the potential to result in significant impacts to the burrowing owl. The required EIR shall, therefore, evaluate the Project’s potential to conflict with the provisions of the MSHCP related to the burrowing owl.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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; Phase I Archaeological Assessment of First Nandina Logistics Center, March 2013)

A site-specific cultural resources investigation was conducted for the Project site by URS Corporation in March 2013, which included a records search of local, regional, and state cultural resources databases as well as a field survey of the site. Based on the results of this survey, it was concluded that the proposed Project site does not contain any historically significant resources. Although the results of the investigation determined that a previous investigation on-site identified one archaeologically significant site (CA-RIV-7649), which consisted of a Vernacular Wood Frame structure that was a former Camp Haan barracks, Site CA-RIV-7649 was not relocated during the current survey and no longer occurs on-site. Although the records results determined that there are two additional historical resources within a 0.5 mile radius of the Project site, neither of these features would be impacted by the Project. All of the existing structures on-site were determined to be of modern construction, and do not meet the definition of historical resources as defined in § 15064.5 of the CEQA Guidelines. Furthermore, the Project site was not identified as 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. Therefore, implementation of the proposed Project has no potential to result in a substantial adverse change to any designated historic resource, because no such resources exist on the Project site. No further analysis is required on this subject.

b) Cause a substantial adverse change in the significance of 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; Phase I Archaeological Assessment of First Nandina Logistics Center, March 2013)

According to the to the Moreno Valley General Plan FEIR, the subject property is not a part of any known 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.

Additionally, URS Corporation conducted a cultural resources inventory of the proposed Project site in 2013 that included a records search at the Eastern Information Center at the University of California, Riverside and a pedestrian survey of the site. According to the archival research, no known cultural resources had been previously identified within the Project site and no archaeological resources have been recorded within 0.5 mile of the Project site (with exception of Site CA-RIV-7649 and the two historical resources within 0.5 mile of the site, as discussed above under Item V.a)). As such, no known significant archaeological resources are present on the property. Nonetheless, during site excavation and/or grading activities that will occur during Project construction activities, there is a potential, however unlikely, to uncover archaeological resources that may be buried beneath the surface of the site if ground disturbance extends into previously undisturbed soils. The Project’s potential for creating impacts to previously undiscovered archaeological resources shall be evaluated and disclosed 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. In addition, the proposed Project site is identified by the City’s General Plan FEIR as having a “low” potential to contain unique paleontological resources, as shown on FEIR Exhibit 5.10-3. Depth of grading for the proposed Project would be approximately six (6) feet or less, which also substantially limits the potential for subsurface resource discovery. For these reasons, the proposed Project has no potential to destroy unique paleontological resources

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or geologic features. No impact would occur, and no further analysis is required on this subject.

d) Disturb any human remains, including those interred outside of formal cemeteries?			■	
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(Source: Phase I Archaeological Assessment of First Nandina Logistics Center, March 2013)

During archaeological field investigations of the Project site, no evidence of human remains, including those interred outside of formal cemeteries, were observed. 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 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; Geotechnical Investigation – Proposed Commercial/Industrial Building, First Industrial Logistic Phase III Development, April 12, 2013)

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 (San Jacinto Fault) is located approximately 7.2 miles to the east of the site as depicted on Figure 5.6-2 of the City of Moreno Valley General Plan FEIR. According to site-specific geotechnical evaluations conducted in April 2013 by Southern California Geotechnical, Inc., the proposed Project site is not located within an Alquist Priolo fault zone. Because there are no faults located on the Project site, there is no potential that the Project could expose people or structures to adverse effects related to ground rupture, and no further analysis is required on this subject.

(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; Geotechnical Investigation – Proposed Commercial/Industrial Building, First Industrial Logistic Phase III Development, April 12, 2013)

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 Project. This 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 Project would be required to construct proposed structures 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-site have the potential to be exposed to strong seismic ground shaking associated with nearby earthquake faults. The 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 – Proposed Commercial/Industrial Building, First

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Industrial Logistic Phase III Development, April 12, 2013)

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 in April 2013 by Southern California Geotechnical, Inc. concludes that the risk of liquefaction at the Project site is low due to subsurface conditions that are not considered to be susceptible to liquefaction hazards. Furthermore, the site would be designed in accordance with the latest applicable seismic safety guidelines, including the requirements of the CBSC, which is anticipated to reduce the risk of seismic-related ground failure to less than significant levels. As such, development of the Project site would result in less than significant risks related to seismic-related ground failure, including liquefaction, and no further analysis is required on this subject.

(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; Geotechnical Investigation – Proposed Commercial/Industrial Building, First Industrial Logistic Phase III Development, April 12, 2013)

The Project site is relatively flat, as is the surrounding area. There are no hillsides or steep slopes on the site or in the vicinity of the Project site. Additionally, the Project would not result in the creation of any new slopes on-site, with exception of the 3:1 and 4:1 slopes proposed within the detention basin and bioswales on-site that would not pose a threat to future site workers or the proposed building on-site. Accordingly, the Project site is located within an area with no potential for landslides, and the proposed development 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, Geotechnical Investigation – Proposed Commercial/Industrial Building, First Industrial Logistic Phase III Development, April 12, 2013; USDA Natural Resources Conservation Service Web Soil Survey (Web Site))

Development of the Project site would disturb the site during grading and construction and expose the underlying soils, which would increase erosion susceptibility. In the long-term, development of the subject property would introduce additional impervious surfaces and landscaping on the Project site, thereby reducing the potential for erosion and loss of topsoil. According to information available from the Natural Resources Conservation Service (NRCS) Soil Survey web site, all soils on-site are considered to have only a “slight” potential for soil erosion. 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), which requires the preparation of a Project-specific Water Quality Management Plan (WQMP) and the implementation of Best Management Practices (BMPs) to minimize the soil erosion and sedimentation in stormwater runoff leaving the Project site. Nonetheless, the required EIR shall evaluate the Project’s potential to result in substantial soil erosion and the loss of top soil.

(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 – Proposed Commercial/Industrial Building, First Industrial Logistic Phase III Development, April 12, 2013)

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 for the Project site determined that some soils on-site are subject to collapse when exposed to moisture infiltration. Additionally, the geotechnical report indicates that soils on-site are subject to a minor amount of subsidence, and are not suitable for development in their existing condition. Although the Project site is not subject to lateral spreading or liquefaction hazards, the required EIR shall evaluate the site’s potential to result in subsidence and collapse hazards, which could pose a threat to the future structure and workers on-site.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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(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 – Proposed Commercial/Industrial Building, First Industrial Logistic Phase III Development, April 12, 2013)

The geotechnical report for the Project site, prepared by Southern California Geotechnical Inc. in April 2013, determined that the on-site soils consist of sands, silty sands, and clayey sands, as well as sandy clays and silty clays. Testing conducted by Southern California Geotechnical determined that soils on-site are low to non-expansive; however, 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 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)

Sewer service is available to the Project site under pre-development conditions. The Project would connect to existing sewer conveyance infrastructure located in Nandina Avenue and Indian Street. The Project would not install septic tanks or alternative wastewater disposal systems on the Project site. Accordingly, no impact would occur, and no further analysis is required on this subject.

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 GHG gasses. 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 documented in the required EIR. The EIR also shall evaluate the Project for consistency with AB 32.

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 if it does not comply with the regulations developed under AB 32. As noted above under the

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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 I Environmental Assessment, First Nandina Logistics Center III Property, May 7, 2013; Pre-Demolition Survey, April 8, 2013)

A Phase 1 Environmental Site Assessment (ESA) was prepared for the Project site by URS Corporation in 2013. The agency database search conducted by URS Corporation revealed no evidence of recognized environmental conditions (RECs) in connection with the current or historical uses of the proposed Project site. Groundwater contamination associated with the adjacent March ARB has been recorded by several governmental databases, although remediation efforts are currently underway at the March ARB to address this concern. One groundwater monitoring well is located on the Project site. During construction of the Project, exposure to hazardous materials would be limited, but have the potential to occur.

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 Moreno Valley Industrial Area Plan, and the Plan designates the site for “Industrial” land uses. Based on the list of land uses permitted in the Industrial zone by the Moreno Valley Area Plan, it is possible that hazardous materials could be used during the course of daily operations.

The Project has the potential to expose the public or environment to hazardous materials during construction. In addition, future uses on-site could result in the storage and/or use of hazardous materials on-site. The required EIR shall evaluate the Project’s potential to expose the public or environment to hazardous materials during both construction and long-term operation.

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)

There are no existing school facilities located within one mile of the Project site. The nearest school facility is the Mary McLeod Bethune Elementary School, located approximately 1.2 miles to the northeast at the southwest corner of the intersection of Krameria Avenue and Kitching Street. There are no school sites planned within one quarter mile of the site as part of the Moreno Valley General Plan, MVIAP, or the City of Perris General Plan. 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, and no further analysis is required on this subject.

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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Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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(Source: Project Application Materials, California Department of Toxic Substances Control “Envirostor” Database)

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, and no further analysis is required on this subject.

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: 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 Air Installation Compatible Use Zone Study)

The Project site is located in close proximity to the March ARB. Pursuant to the March ARB Installation Compatible Use Zone Study (AICUZ) commissioned by the United States Air Force and as depicted on Figure 6-5, *Air Crash Hazards*, of the Moreno Valley General Plan, the western portion of the Project site occurs within the “Clear Zone” of the March ARB. The accident potential within the Clear Zone, which extends 3,000 feet from each end of the runway, is considered to be of high risk and few land uses are acceptable. The only construction that the Project proposes in the Clear Zone is future Grove View Road. Because the Project site is subject to airport-related hazards, the required EIR shall evaluate whether the Project would result in an airport-related safety hazard for people working in the Project area.

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)

Although the Project site is located across Heacock Street from the March ARB, this airfield is not a private airfield and there are no other private airfields or airstrips in the vicinity of the Project site. Because no private airstrips are present, the Project has no potential to expose people to hazards associated with a private airstrip. No further analysis is required on this subject.

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 Project would not interfere with an adopted emergency response or evacuation plan, impacts are 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)

Pursuant to Figure 5.5-2, *Floodplains and High Fire Hazard Areas*, of the City of Moreno Valley FEIR, the proposed Project is not located within a high wildfire hazard area. The proposed Project site is located in an area that has been largely developed, with existing commercial and industrial uses occurring north, northeast, east, and south of the site, while the area to the west is part of the March ARB. Properties adjacent to the Project site have either been developed or are planned for development, and all undeveloped

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areas surrounding the Project site are routinely disced for fire abatement purposes. 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, and no further analysis is required on this subject.

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 First Nandina Logistics Center)

Water runoff from developed areas of the Project site may contain urban pollutants such as petroleum products, fertilizers, pesticides, soils, etc., which can degrade water quality if discharged from the site. The Project’s Preliminary Water Quality Management Plan (WQMP) is prepared in accordance with City requirements to identify pollutants of concern and identify means to reduce their discharge from the site (i.e., Best Management Practices, BMPs). Required adherence to the Project-specific WQMP will reduce the amount of pollutants in stormwater runoff, as well as non-storm water discharges. Furthermore, the Project will be required to comply with the Santa Ana River Basin Water Quality Control Program and the City of Moreno Valley’s National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit requirements (which requires the preparation of Stormwater Pollution Prevention Program (SWPPP) to control sediment/siltation runoff) to minimize the discharge of pollutants in storm water during short-term construction and long-term operational activities. Mandatory compliance with the Project’s WQMP, in addition to compliance with NPDES Permit requirements, would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged into receiving waters. Therefore, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant. No further analysis is required on this subject.

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*, in the City of Moreno Valley General Plan FEIR, the Project site is located within the Perris North Groundwater Basin. There are currently few domestic uses for groundwater within the City, due to salinity/water quality issues, and the City primarily relies on imported water from the Eastern Municipal Water District for its domestic water supply. The Project does not propose the installation of any water wells that would directly extract groundwater; however, the change in pervious surfaces to impervious surfaces that would occur with development 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.” 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, Preliminary Drainage Study)

The Project would involve mass grading of the site, which would nominally alter the existing drainage pattern. A hydrology study for the Project conducted by Thienes Engineering evaluated the difference between existing and post-development drainage conditions, and determined that with buildout of the proposed Project there would be no substantial alteration to the existing drainage

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pattern of the site and there would not be any significant increases in erosion or siltation on- or off-site. 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, Preliminary Drainage Study)

As described above under Item VIII.c), proposed construction activities on the Project site would not substantially alter the existing drainage patterns of the site. A site-specific hydrology study was prepared for the Project by Thienes Engineering to evaluate the difference between existing and post-development drainage conditions and to identify design specifications of the Project's storm drain system for collecting, treating and conveying Project related stormwater prior to discharge. The site-specific hydrology study concludes that 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, Preliminary Water Quality Management Plan, Preliminary Drainage Study)

As discussed above under the analysis of Item IX.d), the proposed Project is 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 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). Because the existing storm drain facilities have sufficient capacity to convey runoff from the Project site under existing conditions, and because the rate and volume of runoff would not substantially increase with buildout of the proposed Project, 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 will 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 what is described above that could result in the substantial degradation of water quality. Accordingly, no additional analysis of this subject is required beyond what is described above.

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

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hazard zone and no significant impacts would occur as a result of implementation of the proposed Project, and no further analysis is required on this subject.

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 2.2 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 0.5-mile north 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 37 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 2.2 miles east 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 0.5 mile north 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 72.9-acres of land, the majority of which is undeveloped. There are no existing residential uses located adjacent to the site to the west, north, east, or south. Thus, development of the warehouse building on-site as proposed by the Project would not physically disrupt or divide the arrangement of an established community. The proposed Project site is located in a developing area of the City that is designated for industrial development and the property is proposed to be developed with a warehouse building in accordance with its assigned General Plan and zoning designations. Properties adjacent to the Project site have either been developed or are planned for development with industrial land uses, with exception of the March ARB to the

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west, which is operated as an airport facility. The Project site does not provide access to established communities and would not isolate any established communities or residences from neighboring communities. No impact would 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 develop an industrial warehouse building on the subject property, which would be consistent with the Business Park/Light Industrial (BP) land use designation applied to the site by the General Plan and the Industrial (I) zoning designation applied to the site by the Moreno Valley Industrial Area Plan. As part of its review of Project applications, the City of Moreno Valley will ensure consistency with applicable policies of the General Plan and the Moreno Valley Industrial Area Plan, and will ensure conformance with the City's Municipal Code requirements. As such, the 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 Multiple Species Habitat Conservation Plan (MSHCP), which is the habitat conservation plan applicable to the City of Moreno Valley and the proposed Project site. The proposed Project is not located within any MSHCP designated Criteria Cells or Cell Groups, and the proposed Project site and off-site impact areas do not contain any riparian/riverine areas or vernal pools. Pursuant to MSHCP Section 6.3.2, *Additional Survey Needs and Procedure*, the property is subject to surveys for burrowing owl. As discussed above under the analysis for Item IV.a), no burrowing owls or occupied burrows were observed on the Project site during a focused survey conducted on the subject property by URS Corporation in March 2013 but the species could occupy the site prior to the commencement of construction activities. The Project's potential to conflict with the MSHCP policies related to the burrowing owl would 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) 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				■
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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 industrial 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 earthwork/grading and/or during the operation of heavy machinery. The acoustical study prepared for the Project shall analyze the potential of the Project to expose persons to excessive groundborne vibration, and the results of the acoustical study shall be summarized and incorporated into the required EIR. Long-term operation of the Project is not anticipated to result in perceptible levels of groundborne vibration or groundborne noise.

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)

Build-out of the Project would generate vehicular traffic that has the potential to cause an increase in ambient noise levels. On-site operational activities associated with the proposed industrial warehouse building on the Project site also have the potential to increase ambient noise levels. A site-specific acoustical study shall be prepared for the Project to identify potential increases in ambient noise and to analyze the potential for Project-related noise levels to contribute an ambient noise 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 construction, there could be a temporary or periodic increase in ambient noise levels in the Project vicinity above existing levels without the Project associated with temporary construction traffic and the temporary and periodic operation of construction equipment. A site-specific acoustical study shall be prepared for the Project to identify the potential for temporary or

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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; California Governor’s Office of Planning and Research, General Plan Guidelines, Appendix C, Figure 2, 2003)

According to General Plan FEIR Figure 5.4-1, *March Reserve Air Base Noise Impact Area*, the portions of the Project site that are proposed for development with industrial warehouse uses would be exposed to airport-related noise levels up to 70 dBA CNEL due to the site’s proximity to the March ARB, with noise levels slightly exceeding 70 dBA CNEL anticipated within the portions of the site that are located within the Clear Zone. According to the California Governor’s Office of Planning and Research (2003), noise levels up to 75 dBA CNEL are considered “normally acceptable” for industrial developments, indicating that no special noise insulation requirements would be necessary to address airport-related noise levels. Accordingly, impacts associated with airport-related noise would be less than significant and 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)

Although the Project site is adjacent to the March ARB, this airfield is not a private airfield and there are no other private airfields or airstrips in the vicinity of the Project site. Therefore, the proposed Project would not expose people to excessive noise levels associated with operations at a private airstrip and 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 develop the subject property with one 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 Moreno Valley Industrial Area Plan. Accordingly, the 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 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: On-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.

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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■
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(Source: On-site Inspection (2013))

As described above under the response to Item XII.b), the proposed 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 no further analysis of this issue is required.

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 proposed Project would be primarily served by the Kennedy Park Fire Station (Station No. 65), an existing station located approximately 3.3 roadway miles north of the Project. The Project site also could be served by the College Park Fire Station (Station No. 91), an existing station located approximately 3.5 roadway miles northeast of the proposed Project site. Based on the Riverside County Fire Protection Master Plan standards, the Project site would be required to be served by a fire station located within 5.0 roadway miles, and a full fire response team would need to be able to arrive at the site in less than 10 minutes. Based on the Project's proximity to these two existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded facilities would be required.

The proposed Project also would be 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 to the proposed Project area. Furthermore, the proposed Project is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee 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 Development Impact Fee Ordinance would be required prior to the issuance of building permits.

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))

The development of the subject property with one warehouse building would introduce a new structure and employees to the Project site. This would result in an incremental increase in demand for police protection services, but is not anticipated to require or result in the construction of new or physically altered police facilities. Prior to the issuance of building permits, the Project Applicant is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of public facilities, including police facilities. Based on the foregoing, the proposed Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities are therefore less than significant and no further analysis of this issue area is warranted.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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)

The Project would not create a direct demand for public school services, as the subject property would be developed with one warehouse building and would not generate any school-aged children requiring public education. The addition of employment uses on the Project site would assist in the achievement of the City’s goal to provide a better jobs/housing balance within the City and the larger western Riverside County region (City of Moreno Valley 2006b). Thus, the Project is not expected to draw new residents to the region and would therefore not indirectly generate additional school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the proposed Project would not result in the 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 building permits. Project-related 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 Project would not adversely affect any park facility and impacts are regarded as 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, and animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified 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 develop the site with one 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 in the vicinity. Accordingly, implementation of the 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) 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 develop the site with one 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, adverse

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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environmental impacts related to the construction or expansion of recreational facilities would not occur with implementation of the 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 truck and passenger car vehicular traffic to the local roadway network and has the potential to adversely affect the performance of the circulation system, on a direct and/or cumulative level. A site-specific traffic study shall be prepared to quantify the truck and passenger car vehicular traffic that would be generated by the proposed Project and model the effect of Project-related traffic on the local circulation system, taking all modes of transportation into account. 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 Project has the potential to impact the Riverside County Congestion Management Plan (CMP) roadway network. Potential affects to the CMP roadway system shall be quantified in 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.

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)

The proposed Project would involve the construction of one warehouse building that would be approximately 42 feet tall. The height of the proposed structure would be 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 air. Accordingly, the 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 Project's application materials submitted to the City, 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 addition of Project traffic would adversely affect any off-site roadway segment or intersection which may be unsafe, or may become unsafe with the addition of Project traffic.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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e) Result in inadequate emergency access?			■	
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(Source: Project Application Materials)

Buildout of the Project would result in the construction of one warehouse building on the Project site, which would increase the need for emergency access to and from the site. During the course of the City of Moreno Valley’s required review of the Project’s proposed Tentative Parcel Map and Plot Plan, the Project’s design would be reviewed to ensure that adequate access to and from the site is provided for emergency vehicles. Furthermore, the City of Moreno Valley would require that the Project provide adequate paved access to and from the site as a condition of Project approval. 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 proposed Project site does not abut any roadways that are planned for any bicycle facilities. 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 Heacock Street, Nandina Avenue, Indian Street, and Grove View Road to implement the City’s pedestrian circulation network. There are no bus stops existing or planned along the Project’s frontage. Bus service in the local area is available along Perris Boulevard approximately 0.5 mile east of the Project site. 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 systems; therefore, the Project would have no potential to result in exceedances of the 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 require the installation of onsite water and wastewater conveyance lines to serve the proposed warehouse building and connect to existing, off-site facilities in the 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 construction of water or wastewater facilities would be required to service the Project. As such, no significant impacts particular to the construction of water or wastewater facilities would occur that would not otherwise occur from grading and development on the Project site, which will be evaluated by the topics identified for analysis in the required EIR.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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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)

The proposed Project would require the construction of a stormwater drainage conveyance system on the Project site to serve the proposed warehouse building, parking areas, and other site features. The Project’s proposed drainage system consists of underground storm drain pipes, two bioswales, and a detention basins to be installed on the property, which are designed to collect and treat stormwater runoff and discharge treated flows into the regional drainage system. Specifically, two bioswales are proposed along the eastern boundary of the site, while a detention basin is planned in the southeastern corner of the site. Drainage facilities, including catch basins and a storm drain line, also are planned within proposed Grove View Road. 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 on- and off-site drainage improvements will be evaluated by the topics identified for analysis in the required EIR. As such, no significant impacts particular to the construction of storm water drainage facilities would occur that would not otherwise occur from grading and development on the Project site, which will be evaluated by the topics identified for analysis in the required EIR.

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 warehouse building on the Project site would result in an increase in demand for potable water resources 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 development 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.)

The one warehouse building proposed by the Project would generate wastewater that would be conveyed to the Perris Valley Regional Water Reclamation Facility (WRF), which is owned and operated by EMWD. Under existing conditions, the Perris Valley Regional WRF has a daily treatment capacity of 11 million gallons per day with typical daily flows of approximately 7.7 million gallons per day (mgd). Following completion of an on-going expansion project, the treatment capacity of this plant will increase to 100 mgd. Based on EMWD’s standard wastewater demand generation rate of 1,700 gallons per day per acre of industrial land uses, the proposed Project is estimated to demand approximately 121,475 gallons of wastewater service per day¹. This generally corresponds to approximately 1.1% of the existing treatment capacity and approximately 0.12 percent of future treatment capacity (following completion of the expansion project), and would represent an increase in typical daily flows by approximately 1.6%. Following Project implementation, the Perris Valley Regional WRF would receive a total of approximately 7.8 mgd, and would have

¹Source: Eastern Municipal Water District. *Sanitary Sewer System Planning & Design*. September 1, 2006.

Issues and Supporting Information	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a remaining capacity of approximately 3.2 mgd. Due to the relatively small amount of wastewater that would be generated by proposed Project and the amount of existing and planned available capacity at this facility, it is determined that the Perris Valley Regional WRF would have sufficient capacity to treat wastewater generated by the Project. As such, implementation of the Project results in a determination that 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)

Implementation of the proposed Project would generate solid waste requiring off-site disposal during short-term construction and long-term operational activities. Based on average waste generation rates published by the U.S. Environmental Protection Agency, approximately 3,147 tons² of waste would be generated during building construction, installation of subsurface/utility improvements, and installation of landscaping. 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. Long-term operation of the Project is estimated to generate approximately 10.3 tons of solid waste per day.³ 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 applicant or master developer 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 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 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 endangered plant or animal, or eliminate important examples of the major	■			
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² Based on a construction solid waste generation rate of 4.34 pounds per square foot. Source U.S. Environmental Protection Agency (2009), *Estimating 2003 Building-Related Construction and Demolition Materials Amounts*.

³ 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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periods of California history or prehistory?				
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(Source: Project Application Materials; Biological Technical Report, First Nandina Logistics Center Project, April 2013; Burrowing Owl Survey Report, First Nandina Logistics Center Project, April 2013; Jurisdictional Delineation Report, First Nandina Logistics Center, April 2013; Phase I Archaeological Assessment of First Nandina Logistics Center, March 2013)

The proposed Project would alter the site’s existing land uses from undeveloped lands and lands containing industrial uses to a developed property with one warehouse building. Although the Project site does not contain any important examples of the major periods of California history or prehistory, implementation of the proposed Project has the potential to result in significant impacts to sensitive wildlife species, including the burrowing owl. Project implementation also has the potential to degrade the quality of the environment, as indicated under the issue areas presented above. The required EIR shall evaluate the Project’s potential to substantially degrade the quality of the environment and/or result in substantial adverse effects to biological resources.

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 proposed Project 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 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

4.0 REFERENCES

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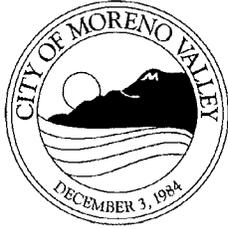
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Date: November 19, 2013
To: Responsible and Trustee Agents/Interested Organizations and Individuals
Subject: **Notice of Preparation of a Draft Environmental Impact Report**

Lead Agency:

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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 IS is provided on 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 December 19, 2013.

Please send your response to Ms. Julia Descoteaux at the City of Moreno Valley at the 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: First Nandina Logistics Center
(Plot Plan PA13-0037 & Tentative Parcel Map PA13-0038)**

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, about 1.0 mile east of Interstate 215 and 5.1 miles south of State Route 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 72.9 acres located south of Nandina Avenue, east of Heacock Street, west of Indian Street, and north of Grove View Road. The property lies within Section 31 of Township 3 South, Range 4 West of the San Bernardino Baseline and Meridian, and includes the following Assessor Parcel Numbers:

316-210-002	316-210-002	316-210-002	316-210-002
316-210-003	316-210-003	316-210-003	316-210-003
316-210-004	316-210-004	316-210-004	316-210-004

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

- 1) **Plot Plan PA13-0037.** Plot Plan PA13-0037 proposes a site layout, architectural plans, and landscape design for one warehouse building that is proposed to be constructed and operated on the property. A warehouse building designed to cover a total surface area of 1,383,210 s.f. is proposed to be constructed, with approximately 1,450,000 s.f. of interior floor space consisting of 10,000 s.f. of office space, 66,790 s.f. of mezzanine space, 2,000 s.f. of shipping/receiving office space, and a 1,371,210 s.f. warehouse. The structure would measure approximately 42 feet in height. Along the northern and southern faces of the building, a total of 225 dock doors would be provided, including 116 dock doors along the north side of the building and 109 dock doors along the southern portion of the building. The Project Applicant is proposing the building on a speculative basis, meaning that a tenant is not yet identified. The western portion of the site (approximately 6.99 acres) would remain undeveloped, in conformance with the Moreno Valley Industrial Area Plan (MVIAP) designation of "Clear Zone," which is identified as an area having a high accident potential as part of the March Air Reserve Base Air Installation Compatible Use Zone (AICUZ) Study.

- 2) **Tentative Parcel Map PA13-0038.** Tentative Parcel Map (TPM) PA13-0038 would consolidate the property's existing twelve (12) parcels into one (1) large parcel. The TPM proposes to vacate an existing unnecessary easement for Nandina Avenue and dedicate right-of-way for several public roads. The proposed Project site encompasses approximately 72.9 acres under existing conditions. With the vacation of the unnecessary Nandina Avenue easement, dedication of public roadway rights-of-way, and following approval of the TPM, the Project site would measure approximately 71.5 net acres in size. The Project would implement frontage improvements to Nandina Avenue, Heacock Street, and Indian Street, and would construct a new roadway (Grove View Road) along the southwestern property line.

ENVIRONMENTAL ISSUES TO BE EVALUATED IN THE EIR

The initial environmental review of projects, such as the First Nandina 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 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 evaluates a submitted application for the development of one 1,450,000 s.f. warehouse building on the 72.9-acre Project site. The western portion of the site (approximately 6.99 acres), would remain undeveloped, in conformance with the MVIAP designation of "Clear Zone."

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

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- 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 CQA Guidelines § 15150.

The environmental determination in this NOP is subject to a 30-day public review period per Public Resources § 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 area wide 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:

6:00 PM
Monday December 9, 2013
City of Moreno Valley, City Hall
City Council Chambers
14177 Frederick Street
Moreno Valley, California 92552

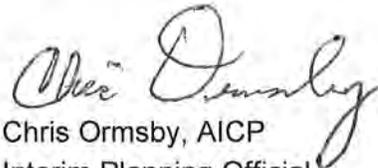
At this meeting, agencies, organizations and members of the public will be able to hear a brief presentation of the project and provide comments on the scope of the environmental review process for the proposed First Nandina Logistics Center.

Please contact the Community & Economic Development Department at (951) 413-3209 if you have any questions.

Sincerely,



Julia Descoteaux
Associate Planner



Chris Ormsby, AICP
Interim Planning Official



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

RECEIVED

November 15, 2013

NOV 20 2013

CITY OF MORENO VALLEY
Planning Division

To: Reviewing Agencies

Re: PA13-0037 Plot Plan, PA13-0038 Tentative Parcel Map
SCH# 2013111047

Attached for your review and comment is the Notice of Preparation (NOP) for the PA13-0037 Plot Plan, PA13-0038 Tentative Parcel Map 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:

Julia Descoteaux
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# 2013111047
Project Title PA13-0037 Plot Plan, PA13-0038 Tentative Parcel Map
Lead Agency Moreno Valley, City of

Type NOP Notice of Preparation

Description The proposed First Nandina Logistics Center (PA13-0037 Plot Plan, PA13-0038 Tentative Parcel Map) involves the construction and operation of one (1) industrial warehouse building with 1,450,000 sf of interior floor space and 225 dock doors. Other features of the site plan include truck and passenger car parking areas, screen walls, detention basins, landscaping and an open space area. The site is partially developed and partially vacant under existing conditions. Existing site improvements would be demolished.

Lead Agency Contact

Name Julia Descoteaux
Agency City of Moreno Valley
Phone 951 413 3209 **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 Nandina Avenue and Indian Street
Lat / Long 33° 51' 50.1" N / 117° 14' 5.62" W
Parcel No.
Township 3S **Range** 4W **Section** 31 **Base** SBB&M

Proximity to:

Highways I-215
Airports March ARB
Railways BNSF
Waterways Perris Valley Channel
Schools M.M. Bethune ES
Land Use Industrial and Vacant/Industrial, Industrial Support, Clear Zone/Business Park Light Industrial, Commercial, and Open Space

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; Department of Conservation; 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; Regional Water Quality Control Board, Region 8

Date Received 11/15/2013 **Start of Review** 11/15/2013 **End of Review** 12/16/2013

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Nicole Wong

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Tanya Trujillo

Dept. of Conservation
Elizabeth Carpenter

California Energy Commission
Eric Knight

Cal Fire
Dan Foster

Central Valley Flood Protection Board
James Herota

Office of Historic Preservation
Ron Parsons

Dept. of Parks & Recreation Environmental Stewardship Section

California Department of Resources, Recycling & Recovery
Sue O'Leary

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources Agency
Nadell Gayou

Fish and Game

Dept. of Fish & Wildlife
Scott Flint
Environmental Services Division

Fish & Wildlife Region 1
Donald Koch

Fish & Wildlife Region 1E
Laurie Harnsberger

Fish & Wildlife Region 2
Jeff Prongsen

Fish & Wildlife Region 3
Charles Armor

Fish & Wildlife Region 4
Julie Vance

Fish & Wildlife Region 5
Leslie Newton-Reed

Fish & Wildlife Region 6
Gabrina Gatchel

Habitat Conservation Program
Heidi Sickler

Fish & Wildlife Region 6 I/M
Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Wildlife M
George Isaac
Marjorie Region

Other Departments

Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture

Dept. of General Services
Public School Construction

Dept. of General Services
Anna Garbeff
Environmental Services Section

Dept. of Public Health
Jeffery Worth
Dept. of Health/Drinking Water

Delta Stewardship Council
Kevan Samsam

Independent Commissions, Boards

Delta Protection Commission
Michael Machado

Cal EMA (Emergency Management Agency)
Deirdis Castirillo

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Leo Wong

Santa Monica Bay Restoration
Guangyu Wang

State Lands Commission
Jennifer Deleong

Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

CalEPA

Air Resources Board

All Projects
CEQA Coordinator

Transportation Projects
Jon Taylor

Industrial Projects
Mike Tollstrup

State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

State Water Resources Control Board
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

State Water Resources Control Board
Phil Ciader
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Department of Pesticide Regulation
CEQA Coordinator

Caltrans, District 8
Dan Kopulsky

Caltrans, District 9
Gayle Rosander

Caltrans, District 10
Tom Dumas

Caltrans, District 11
Jacob Armstrong

Caltrans, District 12
Maureen El Harake

RWQCB 1
Cathleen Hudson
North Coast Region (1)

RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB 3
Central Coast Region (3)

RWQCB 4
Teresa Rodgers
Los Angeles Region (4)

RWQCB 5S
Central Valley Region (5)

RWQCB 5F
Central Valley Region (5)
Fresno Branch Office

RWQCB 5R
Central Valley Region (5)
Redding Branch Office

RWQCB 6
Lahontan Region (6)

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

RWQCB 7
Colorado River Basin Region (7)

RWQCB 8
Santa Ana Region (8)

RWQCB 9
San Diego Region (9)

Other

Conservancy

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

S2013111047

Project Title: PA13-0037 Plot Plan, PA13-0038 Tentative Parcel Map

Lead Agency: City of Moreno Valley Contact Person: Julia Descoteaux
Mailing Address: 14177 Frederick Street, P.O. Box 88055 Phone: (951) 413-3209
City: Moreno Valley Zip: 92552 County: Riverside

Project Location: County: Riverside City/Nearest Community: Moreno Valley
Cross Streets: Nandina Avenue and Indian Street Zip Code: 92552
Longitude/Latitude (degrees, minutes and seconds): 33 ° 51 ' 50.1 " N / 117 ° 14 ' 5.62 " W Total Acres: 72.9
Assessor's Parcel No.: **See bottom of page Section: 31 Twp.: 3S Range: 4W Base: San Bern.
Within 2 Miles: State Hwy #: I-215 Waterways: Perris Valley Channel
Airports: March ARB Schools: M.M. Bethune Elem.

RECEIVED

Document Type:

CEQA: [X] NOP [] Draft EIR [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other: STATE CLEARINGHOUSE

Local Action Type:

[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [X] Site Plan [X] Land Division (Subdivision, etc.) [] Other:

Development Type:

[] Residential: Units _____ Acres _____
[] Office: Sq.ft. _____ Acres _____ Employees _____
[] Commercial: Sq.ft. _____ Acres _____ Employees _____
[X] Industrial: Sq.ft. 1.45M Acres 66.0 Employees 850
[] Educational: _____
[] Recreational: _____
[] Water Facilities: Type _____ MGD _____
[] Transportation: Type _____
[] Mining: Mineral _____
[] Power: Type _____ MW _____
[] Waste Treatment: Type _____ MGD _____
[] Hazardous Waste: Type _____
[] Other: _____

Project Issues Discussed in Document:

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

Present Land Use/Zoning/General Plan Designation:

Industrial and Vacant/Industrial, Industrial Support, Clear Zone/Business Park Light Industrial, Commercial, and Open Space

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

The proposed First Nandina Logistics Center (PA13-0037 Plot Plan, PA13-0038 Tentative Parcel Map) involves the construction and operation of one (1) industrial warehouse building with 1,450,000 s.f. of interior floor space and 225 dock doors. Other features of the site plan include truck and passenger car parking areas, screen walls, detention basins, landscaping and an open space area. The site is partially developed and partially vacant under existing conditions. Existing site improvements would be demolished.

**316-210-002, -003, -004, -005, -006, -007, -008, -009, -010, -011, -051, and -055.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

RECEIVED
JAN -7 2014
CITY OF MORENO VALLEY
Planning Division

December 24, 2013

Julia Descoteaux, Associate Planner
City of Moreno Valley
Community & Economic Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Notice of Preparation of a CEQA Document for the First Nandina Logistic Center

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. 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.

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. 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:

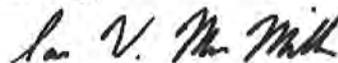
- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- 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 or call me at (909) 396-3244.

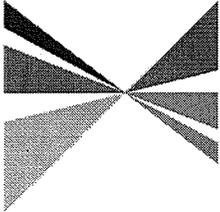
Sincerely,



Ian MacMillan

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

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers

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Greg Pettis, Cathedral City

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Carl Morehouse, San Buenaventura

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Cheryl Viegas-Walker, El Centro

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Committee Chair**

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Policy Committee Chairs

Community, Economic and
Human Development
Margaret Finlay, Duarte

Energy & Environment
James Johnson, Long Beach

Transportation
Keith Millhouse, Ventura County
Transportation Commission

December 12, 2013

Ms. Julia Descoteaux
Associate Planner
City of Moreno Valley
Community & Economic Development Department
14177 Frederick Street
Moreno Valley, CA 92552
juliad@moval.org

RE: SCAG Comments on the Notice of Preparation of an Environmental Impact Report for the First Nandina Logistics Center [IGR7901]

Dear Ms. Descoteaux:

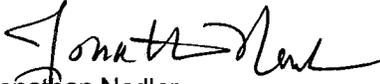
Thank you for submitting the Notice of Preparation of an Environmental Impact Report for the First Nandina Logistics Center to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed 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.¹ 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 First Nandina Logistics Center. The proposed project includes the development of 1,383,210 square feet of warehousing and office space in the City of Moreno Valley, California.

When available, please send environmental documentation to SCAG's office in Los Angeles or by email to leep@scag.ca.gov providing, at a minimum, the full comment period for review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or leep@scag.ca.gov. Thank you.

Sincerely,


Jonathan Nadler,
Manager, Compliance and Performance Assessment

¹ 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 AN ENVIRONMENTAL
IMPACT REPORT FOR THE FIRST NANDINA LOGISTICS CENTER
[SCAG NO. IGR7901]**

CONSISTENCY WITH RTP/SCS

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

RTP/SCS Goals

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:

SCAG 2012 RTP/SCS GOALS	
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.	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 EIR for the First Nandina Logistics Center project should reflect the most recently adopted SCAG forecasts (see <http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf>), which consists of the 2012 RTP/SCS population, household and employment forecasts. The forecasts for the region and applicable jurisdictions 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

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net
e-mail: ds_nahc@pacbell.net

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NOV 22 2013

CITY OF MORENO VALLEY
Planning Division

November 19, 2013

Ms. Julia Descoteaux, Associate Planner

City Moreno Valley**Community & Economic Development Department**

P.O. Box 88005

Moreno Valley, CA 92552

RE: SCH#2013111047 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the **"PA13-0037 Plot Plan, PA13-0038**

Tentative Parcel Map; (First Nandina Logistics Center);" located in the City of Moreno Valley; Riverside County,, California

Dear Ms. Descoteaux:

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:

Contact the appropriate Information Center for a record search to determine if a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s). The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this 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. All 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. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

The NAHC did conduct a Sacred Lands File search of the 'area of potential effect' of the project and did identify Native American sacred sites within the APE. Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and 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).

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 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
November 19, 2013**

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

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Rroad Cahuilla
Banning , CA 92220 Serrano
(951) 849-8807
(951) 755-5200
(951) 922-8146 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.

his list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013111047; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the PA13-0037 Pito Plan, PA13-0038 Tentative Parcel Map; located in the City of Moreno Valley; Riverside County, California.

**Native American Contacts
Riverside County, California
November 19, 2013**

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

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 local Native Americans with regard to cultural resources for the proposed SCH#2013111047; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the PA13-0037 Pito Plan, PA13-0038 Tentative Parcel Map; located in the City of Moreno Valley; Riverside County, California.

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JAN - 8 - 2014

CITY OF MORENO VALLEY
Planning Division

December 19, 2013

Julia Descoteaux
Associate Planner
City of Moreno Valley
Community & Economic Development Department
14177 Frederick Street
PO Box 88005
Moreno Valley, CA. 92552

RE: Notice of Preparation Comments, Plot Plan PA13-0037 & Tentative Parcel Map PA13-0338

Dear Julia:

The March Joint Powers Authority (March JPA) is the designated reuse authority for the former active duty base at March. Our responsibilities include the redevelopment of former military property for economic development, exercising land use authority over approximately 4,400 acres of property, and developing and operating March Inland Port (a joint use aviation facility that operates out of the March Air Reserve Base air field). The March JPA submits the following comments in response to the circulated Notice of Preparation for the proposed First Nandina Logistics Center (Plot Plan PA13-0037 and Tentative Parcel Map PA13-0038) (the Proposed Project). The Proposed Project consists of a two (2) lot subdivision map, and an industrial development plot plan south of Nandina Avenue, east of Heacock Street, west of Indian Street and north of Grove View Road, in the City of Moreno Valley.

The March JPA comments are as follow:

1. Environmental Setting and Surrounding Land Uses (Section 2.4): The Proposed Project is located directly east of the March Air Reserve Base (MARB). The environmental setting and surrounding land use discussions within the Draft Environmental Impact Report (Draft EIR) should disclose the close proximity of the site to the neighboring airfield and include any parcels within the Air Force's Clear Zone.
2. Tentative Parcel Map PA13-0038 (Section 2.5.1): The Initial Study states that the proposed parcel map would consolidate twelve (12) existing parcels into one large parcel for the proposed development. However, the site plan labels a portion of the project area as "Not-A-Part" due to its location with MARB's Clear Zone. We recommend that the "Not-A-Part" portion of the project site (approximately 6.99 acres), due to its restrictions, be set aside as a separate and independent parcel and that this change be reflected on the tentative map and environmental documents. The Draft EIR should disclose all restrictions on the Clear Zone parcel.

3. Aesthetics: The project site is located within the March Air Reserve Base Airport Influence Area. It appears that the Proposed Project could create substantial light or glare associated with industrial and commercial uses that may impact surrounding properties, and the operations of the neighboring airport. Due to the proximity of the use to the airport, and its location within the Clear Zone, the Proposed Project is subject to the review and approval of the Airport Land Use Commission (ALUC), March Air Reserve Base, and the March JPA. Contrary to sub-item I.(d) of the Initial Study, the Proposed Project's impacts associated with lighting issues do not appear to be "less than significant". Therefore, the Draft EIR should identify the Proposed Project's lighting impacts that are potentially significant, or less than significant with the implementation of mitigation measures
4. Air Quality Impacts: Sub-item (e) does not sufficiently identify why "temporary objectionable odors" resulting from construction activities are considered "less than significant", or how these odors will be mitigated during the duration of construction activities. As such, this item must be further analyzed in the Draft EIR.
5. Hazards and Hazardous Materials: Specific uses associated with the Proposed Project may not be known at this time; however, the site is designated as industrial. The evaluation under this section should identify impacts under the "worst case scenarios" as it relates to what is proposed for the Proposed Project, and what is allowed within the Proposed Project designation. Additionally, all storage of hazardous materials proposed in future uses shall be subject to the review of the March Air Reserve Base due to the location of the site within and near the Clear Zone.
6. Hydrology and Water Quality: It appears that the Proposed Project may substantially alter the existing drainage pattern of the site and area. The Proposed Project will change existing natural features and develop a 72.9 acre industrial development on vacant land. This use will create and contribute runoff water that may exceed capacity of the existing storm-water drainage facilities within the Perris Valley Drainage area. The Initial Study does not adequately explain how proposed detention facilities on the project site will help minimize impact to existing storm drain facilities within Indian Avenue as well as Heacock Street, where a new truck entrance is proposed. The Draft EIR should note that the existing natural bottom channel along Heacock Street is not designed to accommodate new developments within the area. It is important that the Draft EIR include analysis of hydrology and water quality impacts to flood control facilities within Indian Avenue as well as the natural channel along Heacock Street. A study must be done to identify mitigation measures that will minimize these impacts to less than significant levels. For these reasons, the Hydrology section of Draft EIR should provide that the Proposed Project may result in a "potentially significant impact".
7. Land Use: It is important that the Draft EIR identify that the project site is bounded to the west by the March Air Reserve Base. The California Environmental Quality Act (CEQA) requires that the environmental study for the Proposed Project identify how it would "affect land use within a city sphere of influence and/or within adjacent city or county boundaries". The Draft EIR should identify that in addition to obtaining approval from the FAA, future uses for the proposed speculative building must be

submitted to the March Air Reserve Base, ALUC, and the March JPA for review and comments prior to final approval of the Proposed Project or occupancy of any buildings.

8. Public Services: The Initial Study does not sufficiently identify how the Proposed Project results in a less than significant impact on “fire” services. While the study discloses the location of stations nearest to the project site it does not provide evidence that in addition to new industrial developments within a 5-mile radius of these fire stations, that the fire department would be able to meet its 4 minute, zero second response time to fire and EMS calls, or a full first-alarm group within 8 minutes, zero seconds as it relates to the proposed industrial use (please refer to the Riverside County Fire Department’s Strategic Plan for response time requirements). Because of the growing number of developments within the area, the Draft EIR should provide more information as to how the Proposed Project would impact fire services. The Draft EIR should include a letter by the County Fire department verifying that in addition to newly developed sites within 5 miles of named fire stations near the project site, that the Proposed Project would not significantly impact the department’s ability to respond to fire incidents or EMS calls.
9. Utilities: With cutbacks of water imported from the Delta, compounded with a severe drought in the Colorado River Basin, water conservation and supply issues have become a major concern for the State of California and must be analyzed pursuant to Senate Bill 610 (“SB 610”) (found at Water Code, § 10910 et seq.). The project site would be serviced by the Eastern Municipal Water District (WMWD). It is important that the Draft EIR analyze the applicability of SB 610 and the thresholds requiring preparation of a Water Supply Assessment (WSA). Furthermore, if any of the thresholds are triggered, preparation of a WSA would be mandated for the Proposed Project.
10. Solid Waste: Industrial facilities dispose of approximately 7.6 billion tons of industrial solid waste each year. As part of ensuring that the appropriate waste management measures are implemented as part of the Proposed Project, the applicant should submit a plan to the Riverside County Waste Management Department for review and approval.
11. Transportation: The Proposed Project includes a 1,450,000 square foot industrial building on a 72.9 acre site that will provide 225 dock doors, 410 truck trailer parking stalls and 423 automobile parking spaces for a future use. The Proposed Project includes four access points to the site, two of which would allow truck and vehicular access to and from Heacock Street. The Proposed Project includes off-site improvements on Nandina Avenue, Heacock Street and Indian Street. During the Notice of Preparation Scoping meeting for the Proposed Project the City disclosed that it is considering a Heacock Street improvement project along the project site, although that improvement project would be separate and not a part of the proposed development. Please disclose this separate but related City improvement project along Heacock Street within the Draft EIR.

As permitted under CEQA and the Ralph M. Brown Act, the March JPA requests that it be added to the mailing list for the Proposed Project for all CEQA notices and public

meeting/hearing notices for the Proposed Project. (See Pub. Res. Code, §21092 and Gov. Code, §54954.1.) Please forward such documents regarding the Proposed Project to my attention at this office. Thank you for the opportunity to comment on the Notice of Preparation. We look forward to working with you. If you have any further questions you may contact me at (951) 656-7000.

Truly yours,



Grace J. Williams
Senior Planner

Cc: Lori Stone, March Joint Powers Authority (via email stone@marchjpa.com)
Dan Fairbanks, March Joint Powers Authority (via email dfairbanks@marchjpa.com)

City of Moreno Valley
Notice of Preparation (NOP) for an Environmental Impact Report (EIR)
PUBLIC COMMENT CARD

Thank you for your interest in the proposed First Nandina Logistics Warehouse Project PA13-0037, PA13-0038, P13-081. The project includes a total warehouse/distribution build out of 1,450,000 square feet and is located SEC Nandina and Heacock. The Project site encompasses a total of approximately 72.9 acres. The applicant for this project is First Industrial. Please provide your NOP comments below and submit this card during the public scoping meeting or mail/fax to the numbers listed below by 6:00 p.m. on Thursday, December 19, 2013. This will conclude the required 30 day NOP review for the project. Please attach additional pages, if necessary. Your participation and comments are appreciated.

*Name (Required): George Hague Phone: _____
*Address (Required): 26711 Ironwood Ave MV 92555 E-Mail: _____

*Note: Your name and contact information will become part of the public record for this project.

Yes, I would like to be added to your project mailing list to receive information on the EIR notice of availability and future public hearings.

Please provide your comments below:

Date: 12-9-2013

What will you do for loss of raptor foraging in addition to w Rems
HEP?

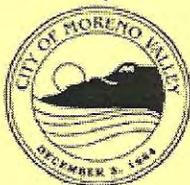
Will there be a bus stop on site or nearby - how near?

Will bike lanes be nearby?

Are we agreed that there will be no truck movement north of the project site? The Traffic report will reflect this and show all trucks coming to the project from the south as well as leaving by heading south to Harley Knox.

All Environmental documents need to be in Spanish for our 55% Latino pop

Will this project be denied the use of drones?



Thank you in advance for your comments. Please submit this form by 6:00 p.m. on Thursday, December 19, 2013 to:

City of Moreno Valley
Community & Economic Development Department/Planning Division
ATTN: Julia Descoteaux
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805
juliad@moval.org
Fax: (951) 413-3209



December 19, 2013

Julia Descoteaux
Associate Planner
City of Moreno
Planning Division
P.O. Box 88005
Moreno Valley, CA 92552
Via Email: juliad@moval.org

RE: Comments on the First Nandina Logistics Center Initial Study (PA13-0037 and PA-130038)- request for inclusion of zero- and near-zero emission technologies and greenhouse gas reduction strategies in the project's analysis

Dear Ms. Descoteaux,

On behalf of Coalition for Clean Air, a state-wide air quality advocacy organization, we appreciate the opportunity to be able to provide comments to the *City of Moreno Valley Initial Study for the First Nandina Logistics Center*.

As an organization that works on cleaning the air for the state of California, we have some concerns with three findings from the Initial Study:

- 1) The project may potentially violate air pollution thresholds established by the South Coast Air Quality Management District's Air Quality Management Plan
- 2) The project can potentially contribute to the region's non-attainment for state and federal ozone standards for 1- and 8-hour standards and for particulate matter for PM2.5 and PM10
- 3) Sensitive receptors will be exposed to diesel particulate matter emissions from diesel trucks traveling to and from the project

The latest Air Quality Management Plan (2012) acknowledges that the region continues to be in non-attainment for ozone and PM2.5 standards and is far from meeting all federal and state air quality standards. The inability to meet federal and state air quality standards has placed the health of Southern Californians at risk. Air pollution, particularly PM2.5, has been linked to respiratory illnesses, heart attacks, stroke, asthma, cancer and developmental and reproductive harm, and is responsible for thousands of premature deaths a year. Any increase in PM2.5 or ozone causing pollutants will further degrade the region's air quality, continue to degrade the public's health and affect any strides that have been taken towards cleaning the air.

The magnitude and intended operation of the project- a warehousing facility that will accommodate for 410 truck trailer parking stalls and 225 dock doors, in addition to 423

automobile parking spaces- will more than likely increase air pollution from single and heavy-duty trucks because the warehousing facility will serve as an indirect-source of pollution by attracting such a large amount of mobile polluting sources. For these reasons, in addition to conducting an Environmental Impact Report, we ask that you consider:

- 1) Including zero-emission and near-zero emission strategies in the Project analysis. The region and state has taken great strides to advance zero-emission and near-zero-emission technologies, particularly for the freight and logistics industry. For example, UPS and FedEx are already operating zero emission heavy duty vehicles and TransPower has demonstrated performance of their electric Electric Yard Tractor (EYT). The EYT can transport heavy cargo containers while reducing emissions. We believe that this Project can meet its goals while accommodating for the growth of the zero-emission freight movement, therefore reducing the Project's impact on the region's air quality.
- 2) Include strategies to reduce greenhouse gas pollutants in the project. For example, requiring energy efficiency requirements in the construction of the project would be a good way to reduce greenhouse gas pollutants.

Overall, any attempts that the City of Moreno's Planning Division undertakes to reduce air quality impacts from development projects will be a great public health benefit to its residents and the region. Our region is already in non-attainment for clean air standards and we must do what is necessary to ensure that we don't continue to degrade the quality of our air.

Again, we thank you for the opportunity to make these comments and we welcome any questions that you may have or an opportunity to work together.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patricia Ochoa', written in a cursive style.

Patricia Ochoa
Deputy Policy Director
Coalition for Clean Air

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 1221)

464 WEST 4th STREET, 6th Floor

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-6890

TTY (909) 383-6300

www.dot.ca.gov/dist8

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DEC 05 2013

CITY OF MORENO VALLEY
Planning Division*Flex your power!
Be energy efficient!*

November 25, 2013

Julia Descoteaux
Associate Planner
City of Moreno Valley
Community & Economic
Development Department
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552

Notice of Preparation of a Draft Environmental Impact Report / First Nandina Logistic Center
Plot Plan PA13-0037 & Tentative Parcel Map PA13-0038 (Riv 215 PM R31.9)

Ms. Descoteaux,

We have completed our review for the above mentioned proposal to construct and operate a warehouse building designed to cover a total surface area of 1,383,210 s.f. is proposed with approximately 1,450,000 s.f. of interior floor space. The project is located about 1.0 mile east of Interstate 215 and 5.1 miles south of State Route 60 in the City of Moreno Valley.

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

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

"Caltrans improves mobility across California"

- 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.

Ms. Descoteaux
November 25, 2013
Page 3

- **Submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file.**

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 383-6908 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

Johnson & Sedlack

ATTORNEYS at LAW

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

26785 Camino Seco, Temecula, CA 92590

E-mail: EsqAICP@WildBlue.net

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

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DEC 16 2013

CITY OF MORENO VALLEY
Planning Division

December 11, 2013

Julia Descoteaux
Associate Planner
City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92553
Facsimile: (951) 413-3210

VIA FACSIMILE AND US MAIL

RE: Comments on Notice of Preparation and Initial Study, First Nandina Logistics Center, Plot Plan PA 13-0037, Tentative Parcel Map PA13-0038

Greetings:

Thank you for the opportunity to comment on the NOP and Initial Study prepared for the First Nandina Logistics Center Project. On behalf of Sierra Club and Residents for a Livable Moreno Valley, I hereby submit these comments.

It is crucial that the EIR being prepared for this Project adequately and accurately consider impacts to state highway facilities pursuant to Caltrans Guidelines. It is also essential that the EIR consider impacts from cumulative projects contributing traffic to the same facilities and routes, even where such projects may be located in another part of the City or another jurisdiction.

As most of this Project's air quality impacts are likely to derive from mobile sources, some mitigation must be considered and, if feasible, adopted to reduce impacts from these mobile sources. The EIR should also evaluate potential health risk impacts from Project-based trucks passing by and idling near sensitive receptors en route to access regional highways.

The significance of greenhouse gas emissions should be evaluated in the EIR against SCAQMD's interim thresholds and CARB's thresholds. Potential impacts from GHG emissions should be set out in the EIR and mitigation adopted for those effects.

Impacts to paleontological resources should be considered in the EIR. The IS states that depth of grading would be approximately six feet or less; yet the grading summary discloses extensive soils work via excavation and over excavation across the site.

The EIR should consider project alternatives that include alternative industrial and business park/light industrial uses.

Impacts from the project being located within two miles of an airport on persons working in the project should be considered in the EIR as the project plus airport noise may expose workers to noise levels well exceeding the 75dBA CNEL industrial standard. (IS Section XII (e))

The EIR should consider cumulative developments which will contribute to the same potential impacts, including the 40+ million square foot World Logistics Center which will cumulatively contribute traffic and air quality impacts with the project. The cumulative analysis should also consider cumulative health risk impacts and construction impacts from nearby warehouses.

Cumulative impacts to the loss of raptor foraging area should be considered and mitigated in the EIR.

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

RECEIVED

DEC 05 2013

CITY OF MORENO VALLEY
Planning Division

Johnson & Sedlack

ATTORNEYS AT LAW

Raymond W. Johnson, Esq. AICP
Carl T. Sedlack, Esq. Retired
Abigail A. Broedling, Esq.
Kimberly Foy, Esq.

26785 Camino Seco, Temecula, CA 92590

E-mail: EsqAICP@WildBlue.net

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

November 26, 2013

Julia Descoteaux
Associate Planner
City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92553
Facsimile: (951) 413-3210

VIA FACSIMILE AND US MAIL

RE: Written Request for all Public Notices, First Nandina Logistics Center, Plot Plan PA 13-0037, Tentative Parcel Map PA13-0038

Greetings:

Please allow this letter to serve as a written request to receive all notices regarding the First Nandina Logistics Center, Plot Plan PA 13-0037, Tentative Parcel Map PA13-0038.

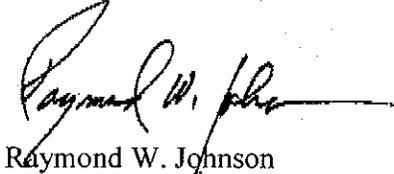
This written request is intended to include all public notices issued pursuant to the City of Moreno Valley ordinances as well as pursuant to the California Environmental Quality Act ("CEQA"), including notice of any CEQA determination regarding the subject project.

Please send all notices to the following address:

Johnson & Sedlack
26785 Camino Seco
Temecula, CA 92590

Thank you very much for your assistance.

Sincerely,



Raymond W. Johnson
JOHNSON & SEDLACK

316 180 012
Cal Moreno Valley Fr
629 J St #204
San Diego, CA 92101

316 180 013
Cal Moreno Valley Fr
629 J St #204
San Diego, CA 92101

316 200 034
First Industrial
898 N Sepulveda Blvd #750
El Segundo, CA 90245

316 200 036
Knox
24560 Nandina Ave #7
Moreno Valley, CA 92551

316 200 038
Gwg Family
1625 Skyline Dr
Fullerton, CA 92831

316 210 001
Jose Perez
3723 Mustang Dr
Ontario, CA 91761

316 210 014
R Albert Beck
720 Via Zapata
Riverside, CA 92507

316 210 015
B B R & M Investment Co Inc
720 Via Zapata
Riverside, CA 92507

316 210 016
R Albert Beck
720 Via Zapata
Riverside, CA 92507

316 210 017
Bruce Beck
2616 Shamblin Ct
Riverside, CA 92504

316 210 019
Vogel Prop Inc
300 Paseo Tesoro
Walnut, CA 91789

316 210 052
Yu Tsen Wu
13050 Stanbridge Ave
Downey, CA 90242

316 210 057
Vogel Prop Inc
300 Paseo Tesoro
Walnut, CA 91789

316 210 079
Vogel Engineers Inc
300 Paseo Tesoro
Walnut, CA 91789

316 210 080
Moreno Valley Disposal
PO Box 1450
Chicago, IL 60690

**First Nandina Logistics
Center II Mailing List
(DISK) NOP**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
4080 Lemon Street, 2nd Floor
Riverside, CA 92502

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

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

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

Friends of the Northern San Jacinto
Valley
P.O. Box 9097
Moreno Valley, CA 92552-9097

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

Sierra Club
San Geronio Chapter
4079 Mission Inn Avenue
Riverside CA 92501

Johnson & Sedlack
26785 Camino Seco
Temecula CA 92590

George Hague
26711 Ironwood Avenue
Moreno Valley, CA 92555

12/9/13

Thomas Thornsley
29177 Stevens Street
Moreno Valley, CA 92555

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

Department of Toxic Substances
Control
5796 Corporate Avenue
Cypress CA 90630